

849 Sqn are over the moon -p10





THE LAST depth charge dropped by a Sea King exploded with a suitable bang in the Atlantic as the venerable helicopter bowed out of its submarine-hunting role. On her way back from the United States where she took part in Exercise Aurora, the RN's springtime amphibious war games, 771 NAS B Flight's helicopter let loose with her anti-submarine arsenal for the last time.

ioose with her anti-submarine arsenal for the last time.

The Sea King – callsign Redbull 515, operating from the Type 22 frigate HMS Cornwall – carried out a number of flying manoeuvres during the Atlantic crossing, including an emergency low visibility approach, under the skilful direction of Lt Cdr Rory Lynch.

Known affectionately as 'big dippers' – the sonar is lowered into the ocean to detect a submarine – Sea Kings have served the RN in its anti-submarine role

served the RN in its anti-submarine role since the late 1960s.

with the advent of the Merlin, the Sea King's anti-submarine role is finished, but 515's flying days are far from over.

The helicopter will join HMS Invincible, having been re-roled as a utility aircraft for use by the Royal Navy's flat-tops.

Picture: PO Bob Shamples, 771 NAS



AII part the job

JUST 12 weeks into the Navy, and these new artificer recruits spent part of the last two of them learning to dance the hornpipe for the Second Sea Lord's garden partry at Admiralty House, Portsmouth.

Scrure: PO(Phot) Gary Davies



Badge of pride



THE NEW Veterans lapel badge, developed in consultation with their various organisations, is designed to reinforce veterans' identity and to assist the wider public in recognising them.

The first tranche will be made available to World War II veterans who will be attending the major 60th anniversary commemora-tions leading up to the end of World War II. First recipient is Lord Healey, a beach master at Anzio.

If there is sufficient demand for the badge the eligibility rules may be amended to include veterans of later campaigns.

World War I veterans are also eligible for the badge see back page.

In other words

HMS OCEAN is to visit St Petersburg this month, so the RN attache asked for a copy of Navy News' cutaway illustration of the helicopter carrier, to be translated into Russian and given away as a special souvenir. The full 'Inside' col-

lection is now available in book form – see page 26

FIGUREHEADS



HMS WARRIOR

BUILT in 1781 as the first ship of the name in the Service, HMS Warrior was a third rate ship of the line carrying 74

Sadly all that now remains of this once truly magnificent Sadly all that now remains of this once truly magnificent figurehead is the head and lower neck, showing a strong and determined, bearded face with piercing eyes and frowning brows beneath a visored helmet covered in green laurel as an emblem of victory or distinction.

Fortunately the original carver's drawings have survived in the Admiralty archives at the Public Records Office. These show a massive, full-length straddling figure, with

shield in one hand and thrusting sword in the other.

Built in Portsmouth from the Alfred class of 1772, of

1,621 tons and with a crew of 600, Warrior was ordered in 1773, but spent eight years on the stocks before comple-

Just a year later, on April 12, 1782 she saw her first action with Sir George Rodney's great victory the Battle of

She fought with distinction again under Nelson at Copenhagen in 1801 and had her last fight off Ferrol under Vice-Admiral Sir Robert Calder on February 22, 1805 against the French and Spanish fleets.

From around 1818 Warrior became a receiving ship and was moved over to Chatham. In the early 1820s she became a temporary quarantine vessel and in 1831 moved for the last time to Woolwich, where in 1840 she was a convict vessel.

She was broken up in 1857 - but her name would live on

in the new iron armoured ship then in build just down the river at Blackwall and now preserved at Portsmouth.

It is not clear whether the entire full length carving survived or just the head was salvaged, but the latter appeared in Portsmouth in the early 1900s as part of the

old Dockyard Museum collection.

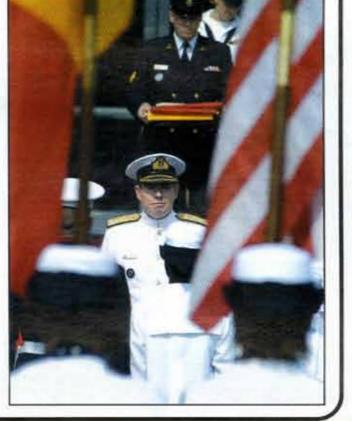
One of the earliest surviving British Naval figureheads, it may be seen in the Royal Naval Museum there.

It's a great day for the **Belgians**

PERFORMING his first ceremony as NATO Deputy Supreme Deputy Allied Commander Transformation is Vice Admiral Mark Stanhope, preparing to present the Belgian flag for raising at the Belgium National Day ceremony at Norfolk, Virginia.

Picture: CPOA(PHOT) Dizzy De Silva

court tpycu.



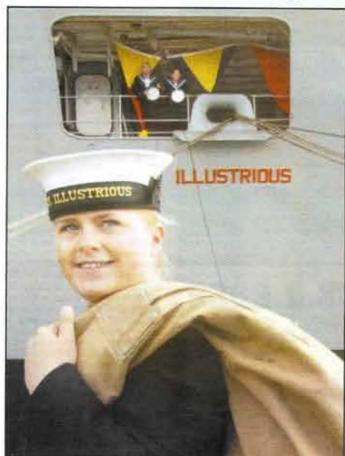


56. Knpiroso cnacure

ECHOES of Bart Simpson as a young visitor to Charleston Air Show in South Carolina takes a close look at one of two Sea Harrier FA2s of 801 Naval Air Squadron that took part in flying and static displays there.

New-look Lusty brought back to life again

HMS ILLUSTRIOUS is beginning to throb with the sound of sailors again after crew moved back on board in the latest stage of her £120m overhaul.



 GETTING READY FOR SEA: MEM Vicky Hudson moves into her new home, HMS Illustrious in refit at Rosyth

now has half her full-time complement as 550 officers and ranks trotted aboard with their kit to bring the 20,000-

ton flat-top back to life. Lusty's refit at Babcock's Rosyth Dockyard is now in its final stages as the ship's company pre-pare her to return to sea in little more than two months.

Last month's Navy News highlighted the changes made to the carrier, which will return to Portsmouth in November altered considerably within and without.

Beyond being equipped to carry the next generation of Harrier jump jet, the GR9 variant, and Merlin helicopters, a third mast has been added for communications and Lusty's innards revamped with improved 'creature comforts' for sailors.

To prepare for the move back aboard, 500 fire extinguishers had to be checked, 1,700 pairs of overalls installed, 10,000 rolls of loo paper provided for the heads and 2,000 apples for the galley ... among other things.

"We are all pleased with the quality and standard of the work-manchin" said LSTD Park Brownership.

manship," said LSTD Pete Bray, a veteran of Illustrious' sister Ark

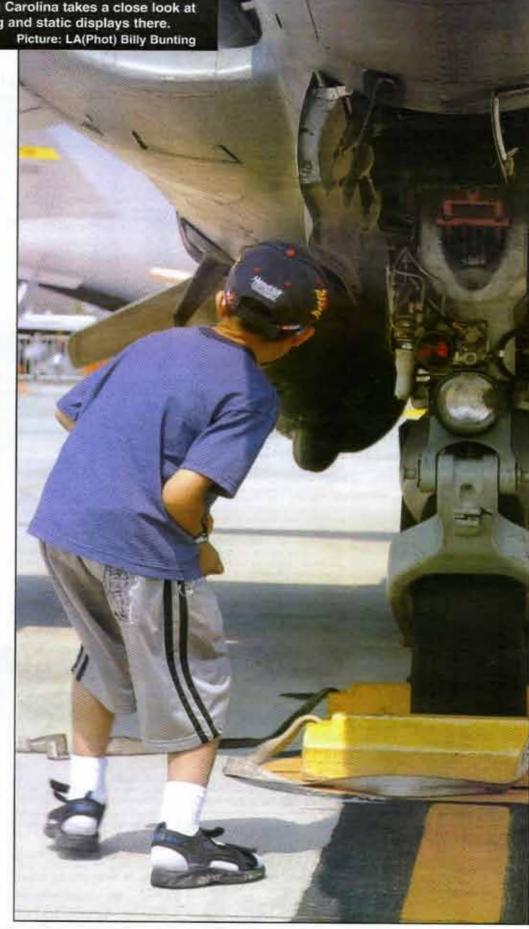
Royal.

The mess is well kitted out and curnow we have nice carpets and cur-

For Cdr Stuart McQuaker, the carrier's CO during refit, moving abourd is an important milestone. "The ship will now begin to develop its heart and soul, its char-

acter for the next five years of operations," he added.

Illustrious will be handed back to the Fleet in February next year and take over duties as the nation's flagship in the summer.





AMES Lock & Co, the world's most famous hatters, was the venue for the launch of the National Maritime Museum's plans for a major exhibition next year - Nelson & Napoléon.

The shop in St James's Street, London was estab-

lished in 1676 and is also one of the oldest family-owned and run businesses in the world.

Customers have included Beau Brummel, Sir Winston Churchill, Oscar Wilde, Sir Laurence Olivier, General de Gaulle, Jackie Onassis, Salvador Dall, Graham Greene

and Frank Sinatra. And Nelson. On display were two of his hats - the bicorn he wore at the Battle of Copenhagen in 1801 and another made for him about the same time with a built in

green eyeshade to keep the sun out of his good left eye. Also on view was Napoleon's Emperor's hat, made for him by a Parisian hatter in 1810.

Lock's company files hold the shape of customers' heads and show, among other things, that the British head has increased by at least three-eighths of an inch in

circumference every half century and that American heads are slightly larger and longer than British ones.

Nelson & Napoléon will be the first exhibition to explore together the lives of the two great adversaries. It will open at the museum at Greenwich on July 7 to mark the 200th anniversary of Nelson's victory and death at the Battle of Trafalgar.

 HAT TRICK: Colin White, Director Trafalgar 200, models headgear made for Nelson with a green eyeshade. Nelson's great-great-great-granddaughter Anna Tribe and Napoleon's great-great-great-grandson Bernard de Salis, were also present to try on hats belonging to their ancestors

Sea Cadets

sail with

Monmouth

THE LARGEST gathering of Sea Cadets from the North West to sail

with a Royal Navy ship enjoyed a challenging stint at sea.

The 20 youngsters embarked in the Type 23 frigate HMS Montrose

at Liverpool on a Sunday and sailed

Scott sails off – into the fog ...

OCEAN survey ship HMS Scott has renewed her links with the Canadian Navy as the country celebrated Canada Day.

The ship, on a North Atlantic survey programme, sailed into Halifax, Nova Scotia, for a routine watch change and a shore break from

While in port the ship was dressed overall, along with other vessels, to mark the national celebrations and to meet up again with colleagues from

the Royal Canadian Navy. Lt Linda Lawrence, of HMS Scott, said: "We were delighted to renew our links with the Canadian Navy, who have made us very welcome last year, and made available a prime berth in their dockyard close to the city centre.

'As it was Canada Day during our stay we were overwhelmed by the warmth of the welcome.

"The evening firework display, just off the stern of the ship was most

impressive.
"Nova Scotia is infamous for its fog, and we sailed out into a thick fog bank on departure, emerging a week later in the mid-Atlantic having seen nothing more than the bow

of the ship."

The ship has already covered 40,000 miles and spent 130 days surveying since the New Year.

Since leaving her home base of Devonport last November, Scott has operated in the Indian Ocean, con-ducting her bread-and-butter business of gathering hydrographic and oceanographic data for commercial and military use.

She then moved to the Atlantic for a summer programme of work

Sailors on standby

THE THREAT of industrial action by the Fire Brigade Union means 2,000 Royal Navy personnel have been nominated to provide emer-

gency cover should the need arise.

The numbers have been taken mainly from the Fleet, and those nominated have already been told.

A small number from the Home

Command, the DLO and DPA have also been earmarked.

Second Sea Lord Vice Admiral Sir James Burnell-Nugent, in a rallying call to the troops, said he was keenly aware of the extra burden such a move would place on them. But he added: "You will prove,

once again, that the Royal Navy and Royal Marines are always ready to do what is necessary and to do it superbly."

Top Gun to 'meals on keels' for Somerset

FROM riding shotgun for a high-speed American carrier to guarding offshore oil terminals, HMS Somerset has been in the thick of the action since she took over patrol duties in the Gulf.

The Type 23 frigate relieved sister ship HMS Grafton in mid-July, assuming patrol duties as part of the multinational coalition operating in the region to help the rebuilding process in

Iraq. Her first task was to act as scene of action commander at the Khawr al Amaya oil terminal (KAAOT), coordinating a flotilla of patrol boats and boarding parties which enforce an exclusion zone of 3km radius.

With large fleets of small fishing dhows clustered around the exclusion zones, Somerset's ship's company must remain alert.

Her Commanding Officer, Cdr David Axon, said: "It is a fine balancing act in determining who is going about their everyday business, who is conducting illicit business and who is the potential suicide bomber.

"It requires an enormous concen-tration of effort from those on watch and meticulous management of the

The ship has also been supporting the fledgling Iraqi Coastal Defence Force in patrolling territorial waters, with Iraqi officers joining the frigate for familiarisation sessions.

Her rigid inflatable boats (RIBs) also carry out patrols, boat transfers and act as 'meals on keels' for the forces stationed on the oil platforms.

Somerset later spent a week escorting the 80,000-ton American carrier USS John F, Kennedy, acting as plane guard for Top Gun-style air sorties - creating quite a challenge



(Above) HMS Somerset in the Gulf Pic: LA(PHOT) Dave Griffiths

 (Right) The CO of HMS Somerset, Cdr David Axon, advises a Young Officer during a RAS with the American combat support ship Seattle

for the Officer of the Watch's stationing skills, as the carrier operated at speeds of up to 30 knots.

The Devonport-based frigate is due to remain in the Gulf until November, when she will be replaced by sister ship HMS



with her to Devonport arriving on the following Wednesday. On the way they took part in a number of demanding training exer-cises which the ship's company regularly practises - realistic scenarios such as fire-fighting, battle damage control and man overboard recovery, all testing the frigate's reactions. The cadets slotted into the ship's sea-going routine, experiencing at first hand what it is like to eat, sleep and work in the unfamiliar environ-

ment of a warship at sea.

Not only did they gain individual experience, but also had to work as teams, strengthening ties between members of each unit.

North West Region Sea Cadet staff officer Lt Cdr Phill Matthews (RNR) said: "The North West area of the Sea Cadet Corps would like to thank the Royal Navy and the Commanding Officer and comple-ment of HMS Montrose for ensuring this training experience has been so enjoyable.
"Many of the cadets were interest-

ed in joining the Royal Navy before they went on board; this trip has convinced them this is what they want to

The frigate's CO, Cdr Andrew Webb, said: "It has been a great pleasure to have so many young cadets on board HMS Montrose for a few days while we sailed back to Devonport after a very enjoyable visit to Liverpool"

Upgraded Sea Kings are ready

THE FIRST of a new version of the venerable Sea King has been handed over to the Joint Helicopter Command.

Three of the Mk 6 Commando Role (CR) aircraft were delivered to help plug a gap in the Navy's Operational Capability while the Junglie fleet - the Mk 4 Commando Helicopters - underwent an extensive avionics upgrade over a four-year period.

The programme was insti-gated in early 2002, aiming to modify five redundant Sea King HAS Mk 6 anti-submarine warfare aircraft.

Work included removal of sonar dipping gear, radar and weapons systems in the most complex project undertaken by MASU, which converted one aircraft. Serco Aerospace and DARA Fleetlands converted two each.

The handover of the first machines was marked by the presentation of a commemorative cartoon to Brig Caplin, Deputy Commander of the JHC, by Capt Powell of the Sea King Integrated Project

Frigate on trial

REGELE Ferdinand, one of two former RN Type 22 frigates bought by the Romanian Navy, has begun a sea demonstration period.

BAE Systems is carrying out the programme, including speed and weapons trials, as part of a £116 million contract with the MOD covering the regeneration and update of th former HMS Coventry and London (to be known as Regina Maria).

The ships are being regenerated in Portsmouth Naval Base, where a sizeable contingent of Romanian sailors has settled temporarily to learn the intricacies of running such capable warships; among the upgrades fitted is a main gun (neither Coventry nor London had one).

The former HMS Coventry is expected to be officially named and commissioned at Portsmouth on September 9, with her sister follow-ing her to the Black Sea in 2005, after a commissiong in the spring.

Just total devastation. It was a case of deciding who to pick up first...'

NAVAL air crew found themselves thrust into the worst natural disaster to hit the British Isles in more than 15 years when they aided the rescue of civilians swept up in flash floods in Cornwall.

The village of Boscastle, near Tintagel, was devastated as a torrent swept through it after two inches of rain fell in two hours on August 16.

Water tore through the streets at up to 40mph, destroying homes and shops and shunting cars **Have You Missed Us?**

around as if they were toys.

A helicopter from 771 NAS at
RNAS Culdrose was on the scene within 20 minutes of the first distress call.

Before the night of August 16 was out, two more of the squadron's Sea Kings had joined the rescue operation alongside RAF comrades from RAF Chivenor and the Coastguard.

People were plucked from rooftops, trees and other precarious places as they sought to escape

the rising waters.
771's Senior Observer, Lt Cdr
'Florry' Ford said: "The scene was
just total devastation. Trees with their roots up, wheelie bins, bits of houses, cars all carried along in this torrent of water.

"There were about 30 or 40 cars and caravans floating down the middle of what had been the main road. The village had been wrecked. We've never experienced anything like it."

As Lt Cdr Ford's helicopter reached Boscastle, the aircraft was caught by a ferocious squall which drenched the Sea King, causing internal communications to fail. Crew had to rely on hand signals to communicate, which made the rescue operation even trickier.

There were people every where. It was a question of decid-ing who to pick up," Lt Cdr Ford added.

On its first 'run' Lt Cdr Ford's Sea King picked up 17 people.



Once picturesque Cornish village, Boscastle in the aftermath of the flood which swept cars and caravans like matchsticks. FAA crew res cued 50 people from this tangled mess Pictures: RAF

"There were moments which made it all worthwhile. We rescued a five-year-old girl who gave us this huge, beaming smile. Something

Despite being the height of summer leave, 771 crew volunteered to come in to assist with the growing rescue operation.

like that brings you down to

By the day's end, around 50 peo-ple had been ferried by the 771 fliers to safety on high ground where emergency services offered

shelter and warm food.

"We were able to get people out of the area as quickly as possible. I think it's because helicopters were on the scene so fast that it was not worse," said Lt Cdr Ford.

■ Just two days after Boscastle, RN and RAF helicopters were called upon again, this time north of the border. Nearly 60 people were rescued at Lochearnhead north of Stirling when two land-slides caused by torrential rain trapped them in their vehicles.



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Ships of the Royal Navy No 586

True Sovereign of the Seas

OT many Royal Navy vessels can claim to have a predecessor which fought at Trafalgar - HMS Sovereign is an exception.

Commissioned on July 11, 1974, Sovereign is one of the four remaining Swiftsure class nuclear powered hunter-killer submarines and is based in Faslane, Scotland.

At 30 years old, she holds the distinction of being the oldest nuclear-powered submarine still operational and - with the excep-tion of Nelson's flagship HMS Victory - the oldest Royal Navy

warship still in commission, Sovereign is the eighth ship to bear the name from a distinguished and illustrious list, and many previous Sovereigns have been Admirals' flagships which delivered large amounts of firepower to the enemy.

The first Sovereign (1486-1526) was a Great Ship of 800 tons. Built under the supervision of famous architect Sir Reginald Bray, there is reason to believe that she was an experimental ship in which new

features were tested.
A First Rate of 1,522 tons with 100 guns, the career of the second was full of incident, resulting in a string of battle honours, but come to an unlikely ending because of a candle left burning in the cook's

The third, referred to earlier, was a First Rate of 1,883 tons (1786-1844) which served with distinction at the Battle of Trafalgar,

On this occasion, Sovereign was commanded



Grand old lady of the submarine service, Swiftsure-class boat HMS Sovereign photographed in the late nineties

Collingwood, Nelson's second in command, who led the second of Nelson's two columns which pierced the French line.

In doing so, the ship was first into action at Trafalgar.

It is remarkable that, nearly 200 years after Trafalgar, the RN still has Nelson's two biggest and most important warships from that bat-

tle still in commission - albeit in Sovereign's case in name only.

Sovereign is affiliated to the City of Derby, and accepted the Freedom of the city on behalf of the Submarine Flotilla in 2002.

Commanding Officer Cdr Craig Fulton recently accepted the Submarine Electronic Warfare Records Trophy on behalf of the Tactical Systems Department.

The annual trophy is presented to the submarine which has submitted the best quality electronic warfare records to RAF Waddington for inclusion on the tri-Service data base.

Currently in a maintenance period, Sovereign is due to complete Operational Sea Training in spring 2005 and conduct a final deployment before decommissioning the following year.

In the latest Defence Review

Facts and figures

Class: Swiftsure hunter-killer Length: 83m

Width: 9.8m Displacement: 4 900 tonnes

Propulsion: 1 Rolls Royce nuclear pressurised water

Deep diving depth: In excess of 300m

Speed: 25 kts Complement: 116 (13 officers) Weapons: 5X21 in bow

tubes firing Marconi Spearfish wire-guided active/passive homing torpedoes

BATTLE HONOURS

Kentish Knock16	52
Orfordness16	
Sole Bay 16	
Schooneveld 16	
Texal16	
Barfleur16	
Vigo17	
First of June17	
Cornwallis' Retreat17	
Trafalgar18	
Calabria 19	
Atlantic1940/	41

the Navy's hunter-killer submarine flect is due to reduce to eight in

HEROES OF THE ROYAL NAVY No 5

Able Seaman William Savage

BORN the youngest of 22 children in Smethwick, Warwickshire, William Savage was called up and joined the Navy at Chatham Barracks on December 18, 1939

and was rated Able Seaman a year later.
As gunlayer of a 20mm pompom, he served in motor gunboats, making clandestine high-speed trips across the Channel to France.
In early 1942, Intelligence reported that the

new German battleship Tirpitz had been completed and that there was only one dock on the western European seaboard which could take her - the Normandie graving dock in St Nazaire at the mouth of the River Loire in France.

On March 3, the Chiefs of the Staff Committee approved Operation Chariot – a daring scheme to crash the dock gates and blow

The explosive (24 depth charges with a time fuse) was carried in an ex-American destroyer, HMS Campbeltown (Lt Cdr S.H. Beattie), which had been specially lightened to cross the estuary sandbanks and had a strengthened superstructure to protect personnel during the

Among the force was the gunboat MGB 314.

with Savage aboard.

The Chariot Force left Falmouth on the afternoon of March 26, 1942, arriving off the estuary unmolested at 12.30 a.m. and, led by MGB 314, headed up the river.

Campbeltown's four funnels had been cut to

two, with their tops sloped, to resemble a German destroyer, and she wore a German

ensign.
Suddenly, guns and searchlights concentrated on Campbeltown, the largest ship, which was hit on her foc's'le, blowing away her 12-pounder gun, and several times in the hull, where shells penetrated the decks below and killed or

wounded half her company.

Two hundred yards from the Normandie dock entrance, MGB 314 turned aside, leaving the way clear for Campbeltown to head towards the outer gate.

Her bows cut through an anti-torpedo net and crashed into the dock. More than thirty feet of the bows crumpled back, but the foremost part projected over the inner face of the dock gate, wedged in position.

Beattie and his surviving ship's company pre-pared to scuttle their ship. Once he had seen that this had been achieved safely, Beattie told Lt Curtis RNVR, commanding MBG 314, to



AB William Savage

take his vessel out to midstream to see how the

battle was going.
Off the Old Mole, MGB 314 went to support two motor launches which were both under fire from the shore.

AB Savage and his colleague engaged the most troublesome gun, which was hidden in a concrete emplacement. Savage's shooting was so good that he put several shells through the slit of the position and silenced the gun.

He then turned his gun on other targets along the skyline and on the top of nearby buildings, directed by Curtis wielding the searchlights.

Although Savage had no gunshield to protect him, and was in a most exposed position, when he saw Germans running to man the gun he had just silenced, he coolly knocked out the gun

Cut down by a burst of shrapnel, he was

Savage was posthumously gazetted for the VC on May 21, 1942.

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Jupiter link

MY WIFE's mother died recently and while we were clearing her effects we came across an article about one of her mother's relatives.

What made us sit up and ponder was the fact that she never told us about him. He had served in HMS Jupiter – and our son Dean served in the Leander-class frigate HMS Jupiter in the early 1900.

So there was a family tie that stretched back over 100 years. -G. Faulkner, Tunbridge Wells.

The earlier Jupiter would have been the 14,900 ton battleship of 1895. Shown below is the 1938 destroyer torpedoed by a Japanese destroyer in the Java Sea in 1942 – Ed.



Historic tally

PLEASE find enclosed a cap tally from HMS Lion for forwarding to Cadet Richard Fearis of TS Zephyr at Caterham.

This tally did not come from the cruiser which was the last ship of the name, but from Admiral Beatty's flagship at Jutland. I got it when I was at school in 1928, from another boy whose father had served in that ship. – J. A. Kelso, Oxley, Wolverhampton.

Thanks to all the other tally donors who responded to Cadet Fearis' request – Ed

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication. email correspondents are also requested to provide this information.

Getting into the spirit of things...

FURTHER to your article on paranormal activities at Naval bases (July issue) I recall a situation which took place on board HMS Diamond in 1952 and was actually captured on camera.

The events leading up to this remarkable picture and proof of the activities of ghosts aboard RN ships were as follows.

Whilst carrying out a monthly stores audit it became obvious to the incumbent Jack Dusty that a serious rum leakage was taking place which defied all explanation.

The rum store keys were in the permanent possession of the Victualing Officer other than when signed for by the Duty Officer for the drawing of rum.

The Duty Officer, Coxswain, Juck Dusty and Tanky were all present and keeping an eye on each other in the rum store, ensuring that the exact amount was drawn and entered correctly into the issue book.

Despite these strict precautions the leakage still continued, resulting in a sentry being placed in the vicinity of the rum store during the silent hour.

This was the move that finally resolved the mystery. Whilst carrying out his rounds in the spirit room flat the Leading Seaman of the middle watch, who was also the ship's photographer, came across and photographed the guilty party caught in the act.

A seance revealed this to be a



CPO chef who served on the previous Diamond in 1932 and had subsequently departed this world for that great galley in the sky.

On recommendation from the Sky Pilot the "ghost" was entered in the ship's books, victualled 'G', resulting in an end to all paranormal activities and a more than happy CPOs' mess. — D. Giles, Lincoln.

I REMEMBER the old St Mary's Barracks as a line of arched messes, each with a front door and two windows looking onto a collonade at the back of which was

the old galley.

I was billeted there in the late 1940s and I was part of the morning watch in this galley. One Monday morning I got my usual early morning shake – but it was quite a rough one with no accompanying "Wakey wakey!".

"OK, take it easy pal – I'm coming." When I turned round I couldn't see his face but he was dressed, predominantly, in red and blue – a bit blurred, but I was still rubbing my eyes.

About a minute later I was still in my bunk and heard a voice saying "Come on, Jock - wakey wakey!"

He was in matelot's cap and duffle coat. "Were you here a minute ago in a red coat, trying to shove me onto the deck?"

"What? Red coat?" He let out a furny noise and disappeared out of the door at about 50 knots.

One night an ambulance was called to take away a rating who went loco after a visit from the "drummer boy".

I remember that some time later that mess was sealed up and put out of use for a long time. — Jock Cowan, Golspie, Sutherland.

Rare form of seasickness that lingers long on land

I AM trying to raise awareness of a debilitating and often unknown condition called Mal de Debarquement Syndrome.

It is an imbalance or rocking sensation that occurs after getting off a boat or "debarking". Other forms of motion have been known to trigger it.

to trigger it.

Once back on dry land the traveller continues to feel "all at sea", unable to get his land legs.

Although a lot of people

Although a lot of people experience this temporarily, in the case of MdDS sufferers it can persist for months, even years afterwards.

The symptoms are with you constantly, nor can they be alleviated by anti-motion sickness drugs.

drugs.

"Like trying to constantly walk on a mattress or trampoline" is a good description of the main

Crowds gathered for Greek

funeral

AFTER reading your piece about the ceremony in Greece commemorating the sinking of BYMS 2077 in 1944, I thought you might be interested in this photo of the funeral of three ratings recovered by local fishermen.

It was conducted by officers and men of the 13th Minesweeping Flotilla, then operating from Patras. – W H. Hilton, ex HMS Bude, Wareham, Dorset

symptom. Others include nausea, gaze instability/visual disturbance and constant tinnitus.

I am one such sufferer (three years and counting) ever since I stepped off a boat in Spain. It took me over six months to discover what I had. My GP and ENT consultant (and neurologist) were baffled.

MRI scans and numerous hearing and balance tests proved negative. Just when I thought I was really

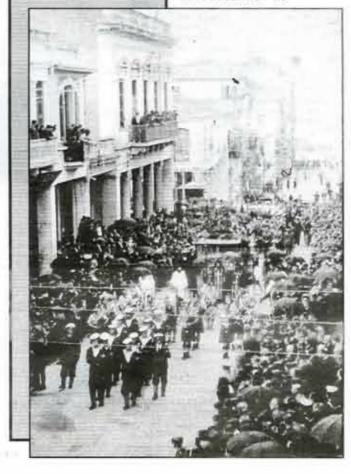
Just when I thought I was really going mad I got a reply to an email I sent to a large vestibular disorder association in America. They told me that, although rare, there was a name for my symptoms, so imagine my relief in discovering about MdDS.

Eventually I came across the neuro-otology department at the NHNN in London who had actually seen cases of MdDS. I was finally referred to them in September 2002 and my "treatment" (Cawthorne-Cooksey exercises) there is still ongoing, although with no improvement to date. More recently I have been to the Leicester Balance Centre.

What I find most distressing is

what I find most distressing is the lack of knowledge of the condition here in the UK. I understand it is not life threatening, but it certainly is life debilitating and limiting. – Jane Houghton, Warrington, Cheshire

The Institute of Naval Medicine understand MdDS as being a variant of sea sickness, commonly experienced in a mild degree by many people, but very uncommon when it is actually disabling with symptoms such as nausea and vorniting. It has long been the practice in the Royal Navy that those who suffer from severe seasickness have their medical status adjusted so that they will only serve in larger ships such as carriers. – Ed



Navy News

No. 602 51st year

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SONG DAME VERA NEVER SANG

MY BROTHER and I (both ex RN National Servicemen) had three cousins, all of whom served in the Royal Navy In World War II.

The older two were twins, Alec and Jack Crook, one of whom served aboard HMS Ajax after the River Plate action, and HMS indomitable.

The other was in submarines and all three brothers got through the war relatively unscathed – if fighting a fire on board an aircraft carrier for three days after a kamikaze attack and throwing aircraft over the side can leave you unscathed.

Frank and his messmates were left after this with a wind up gramophone and just one record

Decades later, Frank had to leave the room if Vera Lynn songs were played – no disrespect to the lady, it was just that the memories were still too painful.

It is the youngest cousin, however, that has prompted me to write. During the war, when one went on draft, this entailed shifting one's hammock, kitbag and gas respirator. Cousin Frank had an additional accourtement – a large plano accordion. He was always cursed for this, owing to the general lack of stowage space, except when his messmates were able to relax and unwind.

Then, of course, he was the centre of attention, During his service he doubtless learned many songs that were very popular, often with dubious words to them, and at our family

Christmas parties just after the war we tried to get him tipsy enough on rum to perform a nautical ballad or two, having first pleased the aunts with a few popular songs.

We succeeded only twice, and therein lies my problem. The song we longed for consisted of a dozen or so verses and was a triffe risque. Rack our brains as we might, my brother and I can only recall a couple of verses. The song was called "Through the Hole in the Elephant's Bottom" and it started off:

I wanted to go on the stage, Ambitions I got 'em. I created a rage as -The hole in the elephant's bottom!

One man had lost his script, And his words he'd forgot 'em And all we could do Was to whisper them through – The hole in the elephant's bottom!

We are none of us getting any younger and I am therefore fervently hoping that even after fifty or sixty years there might be RN personnel who could provide all the missing verses. – D. Andrews, Ware, Herts

If anyone can fill in the rest of the Elephant song, we will be pleased to pass it on. It is not a number that is likely to have figured in Dame Vera's repertoire, though, so I can't promise to print it in a family newspaper – Ed



• FORCES FAVOURITE: Dame Vera Lynn on top form at the Antwerp tattoo in 1994, marking the 50th anniversary of the liberation of Belgium.

HM ships Monmouth, Atherstone, Cottesmore, Hurworth and Brecon also took part in the celebra-

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LEADING IN LAW IN LINCOLNSHIRE

Ship in VC fight holed 300 times

THANK YOU for your article about the Foylebank and L/S Jack Mantle VC (June issue). I was the trainer of the port pom-pom, with L/S Gould the weapon captain, and I know what happened.

Our duty as an AA ship was to patrol the Channel using our RDF to find German minelayers and engage them if possible. We'd been out all night and returned to Portland before breakfast. Guns crews had been stood down and only RDF was operating.

Most of the crew were on the

Most of the crew were on the messdeck either eating or cleaning ship when the RDF officer ran out of his office and shouted they'd picked up a large group of German aircraft coming our way. We all dropped everything and ran.

Having been ashore in Norway with the Naval AA battery I knew the sound of a diving 87 too well and that's what I heard as I reached the upper deck door. I knew then what we were in for because we weren't at action stations.

Our anchorage was such that only the starboard AA guns could bear to seaward. We tried firing at retreating aircraft but with no success. L/S Gould told us to go and help other crews.

I helped load 'A' gun until we only had starshell left, so I left and went to the starboard pompom. It was in a shambles. Jack Mantle was on the deck and I could see his leg was badly injured.

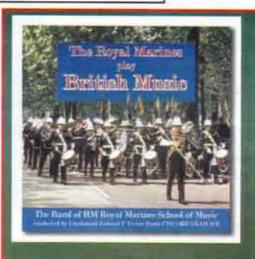
I went to him and he said to me: "Is my leg alright, Dougie?" I said "Lift it up and look." He did – but he was looking at my own, uninjured leg. He grinned and said "Thank God." I took off my knife and used its lanyard to tie a tourniquet round his leg. We put him on a wardroom mattress and lowered him onto a large power boat alongside which took him ashore and he was taken up to the hospital. I never saw him again and never got my knife back.

Years later when I was a GI aboard HMS Howe I travelled back from a long weekend with my family in London with a senior dockyard official who'd worked on the Foylebank.

When he found out I was on her and lucky to escape injury he told me what they'd found below water. He said: "Gerry certainly finished her off with up to 300 holes from bombs and splinters." – D. Seaman, Gosport, Hants

Jack Mantle VC is depicted (left) in action on HMS Foylebank in a detail from a painting by Major B. V. Wynn-Werninck commissioned by the Foylebank Association





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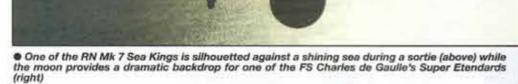
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8 NAVY NEWS, SEPTEMBER 2004

849 goes French flying







A DEPLOYMENT on board a French aircraft carrier gave personnel from 849 A Flight the chance to see how another navy operates - and a taste of things to come.

Two Mk 7 Sea King Airborne Surveillance and Control (ASaC) helicopters embarked on the FS Charles de Gaulle off Toulon in the Mediterranean, leaving off the

 'Yellow dogs' (deck han-diers) at work with Super Etendards in the Med (left) and a Royal Navy Sea King (below)

Normandy beaches

The intervening 11 days saw the 40 or so British sailors - and 849's French-speaking exchange pilot, Canadian Capt Erik Weigelin – immersed in the life of a large carrier operating a mix of fixed-wing and rotary aircraft.

The Sea Kings took part in a range of missions alongside French Super Etendards of 14F Squadron, E2C Hawkeyes of 4F Squadron and Dauphin and Cougar helicopters.

They also had a brush with

Spanish AV8 Harriers, and conducted anti-surface warfare exercises with RN warship HMS Gloucester and the FS Cassard.

Other military experience gained included electronic warfare, force protection - this was for real, as the task group passed through the bottle-neck that is the Straits of Gibraltar, an area with potential for would-be terrorists - and night and day flying

www.navynews.co.uk

On most flights the British heli-copters, based at RN air station Culdrose in Cornwall, were able to take additional passengers, from both the ship's company and French squadrons, to demonstrate equipment nd to familiarise them with Royal

Navy procedures.

One of the A Flight helicopters became involved in a humanitarian operation when it was hauled off a routine sortie to help find a small Gemini-type craft thought to have broken down.

The boat was found drifting, crammed with 31 people believed to have been travelling illegally from North Africa to Spain, and the 849 crew subsequently received a note of thanks from the Spanish coastguard.

British sailors also took part in ceremonial divisions on the flight deck for the D Day commemora-

French hospitality was well received - "very French food and wine - lots of seafood and steak and cheese, even wine with lunch!" was one summary - and the success of the integration was a testimony to the

strength of Entente Cordiale.
Lt Becca Steadman, of 849 A Flight, said: "It was a very valuable exercise for A Flight in terms of training achieved.

"It as interesting to see how another Navy functions, and how they overcome problems that we may encounter with our new carriers.

"It is a very aviation-focussed ship, with very professional ship's company and squadrons."

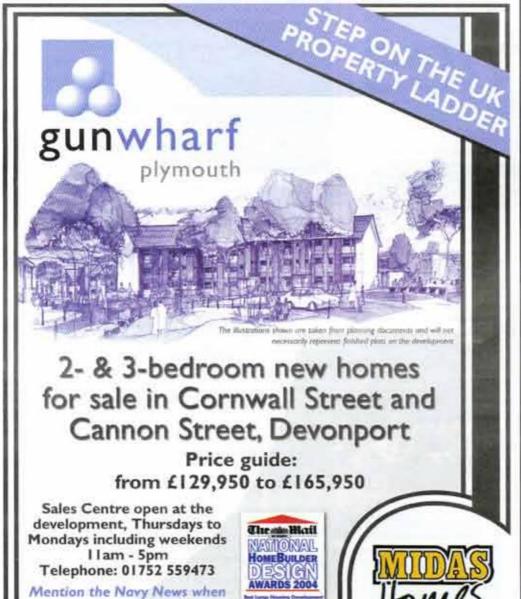
Pictures: Capt Erik Weigelin CF, Canadian exchange pilot with 849 A Flight







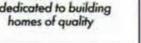
A Royal Navy Mk 7 Sea King of 849 A Flight approaches French carrier FS Charles de Gaulle



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'The sky is surely open to

ou will not find it listed in Jane's. You will not find many sailors who have heard of it - even in the Fleet Air Arm.

You will struggle to find it on the Navy's official website.

But you will find it off a Lincolnshire side-road. In fact the runway

ends just yards from the road. Celebrating its first birthday 703 Naval Air Squadron is hoping to raise its profile. It would settle for sailors simply knowing it exists.

On the small former wartime airfield of RAF Barkston Heath between Stamford and Cranwell, the spiritual home of the RAF, 703 provides the lifeblood of tomor-

row's Fleet Air Arm.

Here every Naval pilot learns the fundamentals of flight – the mechanics, the art of navigation, handling, communications, dealing with emergencies, the confidence of flying solo - at the Defence El-

of flying solo – at the Detence Elementary Flying Training School.

Compared with the front line units, the pace of life in Lincolnshire is slower. But do not dismiss Barkston Heath as some sleepy backwater. It's the first major coging the Float Air Arm wheel

in the Fleet Air Arm wheel.

No Barkston Heath, no Fleet
Air Arm pilots. In fact, no Fleet Air Arm.

"A lot of people may think of us as an out-station, well away from the front line," said 703's Com-manding Officer Lt Cdr Tony Hills,

an FAA veteran of 22 years.

"Not that many people know we exist. Without us, a hugely important cog in the wheel would be missing." missing.

Pilots arrive at the small airfield used by DC3s during World War II – having already passed through Roborough in Plymouth where in-structors weed out people who will

simply not make it as pilots.

Those who make it through arrive in Lincolnshire intent on one goal: fast jet pilot.

"I ask for a show of hands at the start of a course - 99 per cent of students raise them. They want to be Har-rier pilots," said Lt Cdr Hills.

Most will be disappointed. Of the 60 students selected for

elementary flight training each year, only a dozen may have 'it' - that special quality needed to fly the Harrier jump jet. Less than half of those selected for jet training will actually pass.

For the majority, it's on to RAF Shawbury in Shropshire to learn the art of helicopter flight before fi-nally moving to Culdrose or Yeovil-ton to specialise on Lynx, Sea King or Merlin,
"Most people realise that they

are not cut out for fast jets, but it does not make a great difference to them - the students passing through are extremely enthusiastic, dedicated, they all have the right character, the right attitude. And they're also a little scared looking, Lt Cdr Hills said.



 'Experience teaches': 703's badge

"I look at the students and they remind me of when I was a traince. There's that same drive there."
There's more to the Fleet Air

Arm than fast jets, of course, Much more numerous are the helicopter

Whichever path the student takes, it's long and arduous. Barkston is the first step down that path. It's a good three to four years before these trainees will be serving in the front line.

Until a year ago, this elementary training was run by civilians with a military input, but the forces felt the course did not give students that edge, that military ethos which defines a flier in the Fleet Air Arm, so 703 was re-formed (it last trained Wasp crew in Portland in what has been an eclectic and transient life

Despite the return of the military, there is a strong civvy presence - the Slingsby Firefly training aircraft are owned by defence firm Babcock, which also provides the ground crew and most of the instructors.

Over 22 weeks and 60 hours in the air, the students will turn from rookies to competent solo fliers (that first solo flight is crowned with a lollipop as reward).

Home to the students is Dae-dalus Mess at Cranwell. Each day on their way to Barkston the fliers drive past the RAF college and its famous gates with the Air Force crest and motto, Per ardua ad astra: through perseverance to the stars. The mess name harks back to

Cranwell's beginnings as HMS Daedalus, a Royal Naval Air Station, which served as the training establishment for naval fliers before the RAF took over in 1918

And students like to remind the Crabs of that very fact. "We make sure they know that this was once a Naval base by wearing the T-shirts,' said S/Lt Grant Bentley.

That's typical of the banter.
"Training alongside the RAF
makes us look better," joked S/Lt
Matt Sutcliffe. "There is a strong
rivalry, but it's good fun. We get on

well."
What strikes you about these pi-



You can bank on a successful career with the Fleet Air Arm: (Above) A Firefly manoeuvres over RAF Barkston Heath, Lincolnshire, home to 703 NAS and (right) a cut above the rest: 703 CO Lt Cdr Tony Hills with the birthday cake his wife made and student MID Alan Crofts

er/RAF Cranwell Photographic just 18 or 19, the oldest at 26 or 27 are considered 'old men'.

Of course, trainee pilots have always been youthful, but you realise the responsibility placed in their

For the trainces, the biggest frustration is the British weather and the eagerness to get in the air - there is a lot of hanging around (an excellent opportunity to learn uckers and, of course, brush up on flight knowledge).

"You can spend hours on your backside, followed by an hour of intense pressure in the air," said S/Lt Ross Franklin, at the end of his elementary training.

"The quality of the training here is first rate."

When it comes down to the nitty gritty, these are all young people in the same, er, plane. All determined to fly, all struggling through a steep

learning curve.
"An hour's flying is very tiring and two flights in a day are exhaust-ing," explained S/Lt Kev Pope.

"You get worked really hard in the sky, but sometimes you can look around and say to yourself: 'Wow, I'm getting paid to do this.'" A Naval air squadron's eclectic

■ June 1942: Formed as a longrange catapult squadron based at Lee-on-the-Solent

■ April 1945: Re-formed at Thorney Island as the naval flight of the RAF's Air-Sea Warfare Development Unit

■ May 1948: Returned to Lee as a trials unit and absorbed 739 NAS in 1950, its aircraft became the first to operate off HMS Ea-gle and by 1953 the squadron was a catapult testing unit

■ 703 A Flight operated as an independent unit in Arbroath testing Ferranti's carrier controlled approach system before the NAS disbanded in 1955

■ Jan 1972: Re-formed at Portland as a Wasp training unit

July 2003: Re-formed for the fourth time as part of the new Defence Elementary Flying Training School providing FAA students with knowledge of the fundamentals of flight



Definitely not me at the controls... A distinctively-painted Firefly low over Barkston Heath

I want to soar higher than any man has ever soared I want to look down on the clouds with contempt...

IT'S not often (well never) that I have £250,000 in my hands, writes Richard Hargreaves. Under normal circumstances I'd have a beam

on my face wider than the Cheshire Cat.

But when it's a small two-seat aircraft buzzing over Lincolnshire, that look is one more of sheer terror. Please don't let me screw this up.

For maybe five minutes I have the controls of an aircraft despite having never flown apart from in cattle class on an airline or in the back

of Sea King and Lynx.
So what do you do? You grip the control col-umn as tightly as if it is £250,000 and nervously edge it to the left causing the aircraft to bank. The compass shudders around and you find yourself mesmerised by the daunting array of

dials and buttons and warning lights.
You don't look out, you look down, making sure your airspeed, your rate of climb or de scent, your roll, are all within the limits.

And you're doing this all incorrectly.

"I tell students: look out of the cockpit, look at the horizon, don't keep your eyes fixed on the instruments," explains Lt Cdr Hills. "You don't

drive a car with your eyes fixed on the dash-After five minutes of turning gently and slowly descending to 8,000ft (with the odd glance at the nose to see where I'm going) I relinquish con-

trol, partly reluctantly, partly gladly. My hand has gripped the column so flercely I've got cramp.

Still, at least now I can enjoy the view. The Firefly's bulbous glass cockpit roof provides a wonderful 270° or so view, its 260 horsepower

engine merrily roars away - funnily you don't re-

ally notice the noise.
It's easy to become transfixed by the beauty

of it all, an endless, rolling sea of cloud.

I expected the skies above the clouds to be, if not full, then at least peppered with aircraft: airliners, fast jets on training missions out of the airbases which litter the east coast, transport-

ers, the odd light aircraft.

None of it. Save for the vapour trails slowly dissipating thousands of feet above you and a solitary airliner streaking across the sky, you are

And although you can be transfixed by the wonder of nature, this endless, seemingly be-nign blanket of cotton wool' masks the ground. Thank God for navigational aids, Below the clouds, there's a Dinky world spread

But the world from the sky is not as it appears

But the world from the sky is not as it appears on a road map.

Sure there's the A1 with trucks and cars trundling along, the main London-Edinburgh rail line, but towns and villages appear indiscernible.

Churches are not marked by huge crosses, nor post offices by giant PO signs.

And a small airfield like Barkston Heath barely stands out in the distance – or at least that's how it appears to the untrained me.

how it appears to the untrained eye It doesn't look much larger as we gently touch

It's easy to become envious of fliers, especially as a (mostly) desk-bound journalist, but it's still nice to plonk your feet on terra firma again.



Important announcement

Retail restrictions

From the end of September, Navy News is given to understand that the availability of our award winning publication in certain retail outlets is to be restricted to copies, which are supplied on a customer order basis only, and will not therefore be freely available on the shop shelves. We are currently seeking confirmation of this, and hope to be able to provide further news in the next issue of Navy News.

Any readers who believe they are affected by this, are strongly advised to either place an order for the Navy News in their local retailer, (see retailer ad on page 41, or alternatively to set up a subscription to the paper, (see page 28, to guarantee delivery of Navy News.

Please accept our apologies for any inconvenience caused by this matter, which lies outside the control of Navy News. We are working very hard to ensure there is a minimal disruption to Navy News readers.

sacrifice never forgotten

SIXTY years to the day that her forebear was lost to a human torpedo, minehunter HMS Quorn hosted widows, daughters, brothers and survivors of the tragedy at an emotional memorial service.

Destroyer HMS Quorn went down with 130 men when she was struck amidships in the Seine Bay as the Battle for Normandy raged on land in the summer of 1944.

Six decades on a select gathering of around 30 people from Waterlooville to Norfolk gathered in Portsmouth Naval Base with the present ship's company to bonour

Quorn's sacrifice.
The destroyer sank in less than a minute, victim of an act of bravery and sacrifice – by a German 'kamikaze' riding a human torpedo.

It is a loss still felt deeply as evinced by the remembrance serv-ice in St Ann's Church to mark the tragedy in the early hours of August 3 1944.

Leading the service, chaplain Father David Yates said: "It is very difficult in this day and age to put ourselves in a mindset of how it was in 1944. There was a sense we were in the endgame, coming towards the end of the war, and no one serving on HMS Quorn would have expected the ship to be sunk under-neath them. Today we remember all those who didn't make it."

After the service, the guests, in-cluding Lady Rosemary Thompson, the present ship's sponsor, were invited back to Quorn for refreshment and a tour of the ship.

"We couldn't let this day go past without some special form of com-



Bound by the name Quorn: Today's ship's company with survivors and relatives of the namesake destroyer with the present-day Hunt-class minehunter

memoration," said Quorn's CO Lt Cdr David Wilkinson. "When I put the idea to the ship's company, to a

man they were keen.
"Today is about the meeting of two parts of Quorn's life, and to-day we bring them together. This is

day we oring them together. This is your ship, you are part of Quorn's family, a really friendly and family-oriented ship.

Among those with poignant memories of the sinking was Lilian Evans, a former Wren who served at HMS Dryad.

"It's an honour to have been asked to come," she said. Her husband, LSTD Evans, went down with the ship at

Lilian, who had travelled from

the age of 26.

her 60-year-old Norwich with daughter, showed photographs of Percy's immaculately-tended grave in France which she visits as regularly as possible.

"You couldn't wish for him to be brought back," she said. "It's a peace beyond all understanding."

Survivor Christopher Yorston, an AB at the time, told Navy News: "I had to grow up fast," Already having been on the wrong end of two torpedoes while serving in the Mediterranean

earlier in the war, Christopher, in Portsmouth with his wife of 54 years, was up in the gunnery tower

when Quorn was hit.
"Within seconds 1 was in the water, looking up at the ship split in half," he said. "If 1 had been in a cruiser, where the gun turret is completely sealed. I'd have been a

"I grabbed hold of the first thing in the water, a lump of wood, and a converted trawler picked me up. It's the luck of the draw.

"Today has been marvellous. It helps to enlighten people about what went on."

 HMS Quorn, 1944 version, as painted by artist Eric Dyke



 A German Neger – 'Nigger' – midget submarine; larger versions of these, codenamed Marder – or marten, a weasel-like creature launched a mass attack on the invasion fleet in the Seine Bay

WITH the threat of invasion in the West imminent, Germany's Naval leader Grossadmiral Karl Dönitz ordered his officers to concentrate on midget submarines to defeat the impending armada.

The result was the Kleinkampfverband - 'small fighting unit'

better known as the K-Men. While Britain's X-craft were crewed by elite submariners, the German counterparts were crewed by anyone the German Navy could get its hands on - soldiers, airmen, even criminals

men, even criminals.

The simplest mini U-boats were the Neger human torpedoes, and their slightly larger Marder variants. The Germans built 300 Marder – converted torpedoes with a small 'cockpit' at the front, with the weapon, a G7e torpedo, strapped beneath. The crewman would release a handle after aiming the torpedo, sending it hurtling towards the target.

Well, that was the theory. But with a speed of just three knots, a diving depth (over very limited periods) of 25 metres and a range of about 30 nautical miles, Marder crew became known as Onfarkämpfer – sacrificial warriors.

Opferkämpfer – sacrificial warriors.
On the night of August 2-3 1944, 58 Marder set out to attack the invasion fleet in the Seine Bay. After torpedoing the hulk cruiser HMS Durban, all hell broke loose as the Allies opened fire. Only 17 Marder returned to base east of Caen when the night was over; they had sunk Quorn, plus the trawler HMS Gairsay and the Liberty ship Samlong for their efforts.





People in the News



Grill fiercely for 90 minutes

FORMER media relations officer Lt Cdr Steve Tatham braved the lion's den in the interests of international relations by appearing on a discussion show on Arabic TV station Al Jazeera.

Steve, (pictured above) who served on the public relations staff in the Middle East during last year's war in Iraq, was subjected to 90 minutes of questioning by viewers of the Qatar-based chan-nel's debate show The Opposite Direction, modelled on a US dis-

cussion show Crossfire.

Not surprisingly many viewers did not agree with the US/UK decision to rid the region of Saddam Hussein, a decision Steve

vigorously defended.

The channel has provoked controversy in the West – terrorist organisation Al Qaeda has frequently used Al Jazeera to release the latest message from their leader Osama Bin Laden to the

wider world – not least as a result of its decision to air footage of dead and captured coalition forces during last year's campaign.

The MOD is keen to build a closer relationship with the station – its journalists visited HMS Ark Royal before her departure for Telic last year – especially in the aftermath of the war with efforts

to rebuild Iraq.

Al Jazeera – literally 'the Island' – enjoys an audience of around 35m people, a figure set to expand as it prepares to launch an English-language satellite station.

Steve, now based at HMS Collingwood, wrote a thesis on Allied efforts to win over Arab hearts and minds during Telic and was invited to Doha to address a conference on the 'media war' in Iraq. Many delegates regarded 'embedded' journalists who covered the conflict, living and working with British units and ships, as little more than a propaganda tool.

The results of the officer's studies in the Middle East will soon be the basis of an academic book published by Routledge.

be the basis of an academic book published by Routledge.



 Determined and courageous: Commendation winners (I-r) WO(PT) Duncan Roberts, Kevin O'Shea, L/Cpl Damian Parsons and PO(MA) Richard Orrill with Second Sea Lord Vice Admiral Sir James Bur-

Selfless sailors deserve Victory

BRAVERY, selfless action. devotion and inspiration have all been recognised by the Navy's senior personnel officer.

Second Sea Lord Vice-Admiral Sir James Burnell Nugent invited PO(MA) Richard Orrill, L/Cpl Damian Parsons, Kevin O'Shea and WO(PT) Duncan Roberts present them with commendations as recognition for their deeds.

Two people owe their lives to the actions of PO Orrill and L/Cpl Parsons.

Police officers singled out the medical assistant for intervening in the aftermath of an horrific road accident near Wickham, north of Fareham, in April, saying without PO Orrill's assistance, the death toll would have been higher.

The senior rating was driving home from Royal Hospital Haslar in Gosport when he came up against a line of traffic stopped because of the accident.

He grabbed his first aid kit and, helped by an off-duty firefighter and a Navy officer, managed to rescue a badly wounded girl by get-ting her out of a smashed-up Ford Fiesta and ensuring her airway was free, before emergency vehicles arrived on the scene.

Once the casualties had been taken away - one person died in the accident sadly - the petty ofthe accident sadly - the petty of-ficer sat with two children from a coach which was at the crash scene and, he says, talked "matelot bab-ble" to calm the shocked youngsters down.

He says his actions were typical

of everyone that April evening.
"Anybody, whether they were medically trained or not, got out of their cars to see if they could help," he explained.

'It was fortunate that I and others with first aid training were there. I did my job. The people that could help got on with it. I just wish The teenager rescued by PO Or-

rill is slowly recovering at a specialist unit for head injury victims in Bath.

L/Cpl Parsons was commended for his bravery and professionalism after rescuing an unconscious casualty during an Army diving exercise in Scotland.

As a stand-by diver, the 22-yearold Royal Marine was sent to investigate when a student diver failed to respond to signals at a depth of 40 metres - about 130 feet.

The green beret, normally based at the Defence Diving School at Horsea Island in Portsmouth, carried out life-saving drills before swimming with the casualty to the surface and, say observers, completed a difficult and dangerous rescue few divers could have achieved.

Mr O'Shea is a former sailor of 23 years' standing and now works for the Flagship training organisa-tion in HMS Sultan's UPO. He is the driving force behind the Gosport establishment's annual sum-mer show and firework night and his drive has largely been responsi-ble for visitor numbers – and hence proceeds to charities - doubling in

the last two years.

Last but not least, WO Roberts based at the Talybont outdoor leadership training centre in Wales collected his commendation for his voluntary work with the RN's Alpine Championship committee. in particular his determination to ensure all events are properly supported.

Tony's Falklands portfolio finds a home at HMS Collingwood

THE work of one of the stalwarts of post-war Naval photography is honoured at HMS Collingwood with a gallery dedicated to Tony

The family of the former chief petty officer presented a plaque to the Fareham establishment celebrating Tony's work covering homecomings from the Falklands conflict 22 years ago.
Tony served the RN from 1958-

81, during which time he took some unique images of the conflict and civil unrest in Indonesia, Borneo and Brunei in the 1960s with HMS Albion.

Upon leaving the Senior Service, Tony set up as a private photogra-pher and captured stunning scenes of the Falklands task force returning to Portsmouth in the summer of 1982. The Warrant Officers and Senior

Rates Mess at HMS Mercury commissioned a set of 16 prints, among the flurry of orders Tony received for the homecoming pictures.

Two decades on that set is believed to be the only complete one in existence and now adorns the wall of the Mountbatten Suite in Collingwood's mess.

Tony died in January, but his family had no idea that his Falklands archive adorned the walls of Collingwood until they were contacted earlier this year.

His widow Sue and family unveiled a plaque dedicating the 'Falklands Gallery – colourful images by Tony Wilson, Chief Phot, Royal Navy 1958-1981' so that all mess users are in the picture about the collection's creator.

Keeping Taly of car thieves

SAILORS past and present are keeping car crime in check in one of the more idyllic parts of the UK. Staff at the RN's Outdoor Lead-

ership Training Centre at Talybont-on-Usk have joined local police in running a 'car watch' scheme in the Brecon Beacons – and already helped officers arrest some dubious characters.

Two former RN personnel PC Owen Dillon (an ex-Royal Marine) and former Fleet Air Arm man PC John Griffiths head up the anti-car crime project in the Beacons, work-ing with WO Duncan Roberts and CPO Wayne Okell on Talybont's

The initiative - effectively keep ing an eye on car parks and warning police of suspicious people hanging around - has seen thefts of and from cars fall by 80 per cent.

Royal Marine Sgt Ross Barbour helped put one car criminal behind bars. He spotted two people, who were suspected of a string of breakins, riding trials bikes in the area and contacted police, who subse-quently charged the duo.

David continues to inspire at **HMS Sultan**

PETTY Officer Darren Gilligan will carry the torch for Falklands victim PO(MEM) David Briggs.

PO Briggs died in May 1982 when HMS Sheffield was struck crippled the ship.
The senior rate regarded HMS

Sultan in Gosport as his alma mater having attended numerous courses and served on the training staff there before joining Shiny Sheff. He was posthumously awarded

the Distinguished Service Medal for "leadership, bravery and devotion to duty in trying to save his

His parents Richard and Jean instigated the Briggs Award for the outstanding student at the Defence College of Marine Engineering at Sultan, this year presented by Rear Admiral Peter Davies, Flag Officer Training and Recruitment, to PO Gilligan.

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MANY youngsters join the Navy to get away from family life.
 So imagine OM(C) Stuart Williams' surprise when he was drafted to HMS Cardiff... alongside his dad WO2(WEA) Stephen.

Dad joined the RN back in 1974 via HMS Ganges (no longer with us) – the same year that Cardiff, due to be paid off under the 2004 Defence Review, was launched at Barrow.

Eight years later, Stuart Williams arrived on this earth at RNH Gibraltar. He joined the RN in 2002 and Cardiff in April this year,

iust before she headed off on a six-month tour of duty in the South Atlantic.

If you were wondering, there's nothing in Naval regulations against fathers and sons/daughters serving in the same ship – providing they are not in the same chain of command.

People in the News

explorer David Mearns wrote after finding the wreck of HMS Hood and (above) Ark Royal's

Swordfish pictured above HMS King George V on May 27 1941.

They never made a final attack

"John was a great help in the dis-covery of the Bismarck wreckage,"

"We spoke often in the making of a TV documentary on our expe-

"He really helped till in the gaps on miscellaneous details of the at-

tack. I'm pleased to have finally met him – he's a great inspiration.

The Fleet Air Arm veteran added his name to that of fellow veterans of the pursuit in a signed copy of David's book on the 2001 cynedition and the battle.

expedition and the battle, Hood

dition, but we never met.

at the Angel Hotel in Midhurst.

on Bismarck

said Ďavid.

Bismarck's scourge is still airborne

of veterans of the pursuit of the Bismarck met the man who most recently visited the wreck.

Still flying more than six dec-ades on from the battle, Fleet Air Arm veteran John Moffat flew down from Scotland in his Piper Colt aircraft to Midhurst, where he was based in World War II, to meet local deep-sea explorer David Mearns.

David, of Blue Water Recover-ies, led an expedition in 2001 to find the wreck of HMS Hood, sunk by Bismarck in May 1941 with the loss of all but three hands, and revisit the remains of Hitler's flag-ship, previously located by legen-dary oceanographer Bob Ballard the man who found the Titanic.
 Having despatched Hood, Bis-

marck made a bee-line for Brest as it was losing fuel. It never got there. Courageously-led Swordfish attacks finally scored a hit on the battleship's rudder, jamming it, leaving Bismarck helpless.

She was finally sent to the bot-tom on May 27 by an overwhelming British force under the com-mand of Admiral Sir John Tovey,

Admirals have new roles to cinque teeth into

FORMER Chief of Defence Staff Admiral the Lord Boyce follows in the footsteps of the Duke of Wellington, Winston Churchill and the Queen Mother with a new mari-time role - Lord Warden of the Cinque Ports.

Under the historic title - the charter for the ports of Hastings, Romney, Hythe, Dover and Sandwich dates back 849 years - the ad-miral has the power to adjudicate on salvage disputes and receive proceeds from the sale of unclaimed wreck.

Among the more unusual pro-visions of the charter, the warden must also bear the cost of burying 'fishes royal' - whales, purpoises and sturgeon.

Wardens are appointed for life and enjoy an official residence at Walmer Castle near Deal in Kent; the last holder of the post was the Queen Mother from 1979 until her death in 2002.

■ Another former First Sea Lord is also celebrating a new seafaring job. Admiral Sir Jock Slater, who retired from the RN six years ago, has been named as chairman of the Royal National Lifeboat Institu-

He has been deputy chairman of the charity, which is responsible for 230 lifeboats around the UK at a cost of £300,000 per day, since 2002 and takes over the top post from outgoing chairman Peter Nicholson.

Since leaving the Senior Service, the admiral has served as chairman of both the Imperial War Museum and White Ensign Association.



Commander-in-Chief of the Home

Ballard never publicised Bismarck's final resting place, so the information former Swordfish pilot Mr Moffat provided was invaluable. He was ordered to deliver the coun de grâce to the German titan. arrived to find the ship in its Bismarck's captain decreed his

ship was male, not female - death

"When we got about 1,000 yards from the ship, it suddenly turned on its side. I flew over it, maybe 50 feet off its deck, and all those poor people in the water, hundreds of them. Terrible," Mr Moffat recalled.

The two men had never met face-to-face before getting together



Aiming for a worldwide career: twin brothers Douglas (left) and Cameron Scott with their SA80 rifles

Twins join Royals fa

TWIN brothers Cameron and Douglas Scott earned the coveted green beret to serve with 3 Commando Brigade, passing the same course - helped by a little sibling encouragement.

The two Scotts found themselves on the same All Arms Commando Course at CTC Royal Marines in Lympstone as they strove for their goal: to work with 29 Commando, the Army unit attached to the Royals.

The brothers joined the Royal Artillery last year, but were hankering to oin the RA unit which accompanies 3 Cdo Bde on operations. The 'all arms' course is an eight-week test designed to train non RM

personnel from the three services so they can serve with the brigade in the front line, teaching trainees to survive in extreme climates, cliff assaults, landing operations, river crossings and other duties which are the mainstay of the RN's elite fighting troops.

The course concludes with a five-day exercise where all the skills previously taught are tested, culminating in a seven-mile endurance run, an as-sault course, nine-mile speed march and a 30-mile yomp over Dartmoor.

"I wanted to be a commando because I wanted to give myself a chal-lenge. Having my brother on the course was good - it would boost my morale and if he had completed one of the tests before me, it gave me the confidence to do it myself," said Cameron.

His brother added: "I have never been so mentally or physically chal-

lenged before but it all become worth it when we were cheered across the final bridge on the 30-miler by the rest of the course."



• FLUSH with cash on OM Suzie Dunn and SA Jamie Marles. Suzie, 23, from Wishaw in Scotland scooped first and second prizes in the RN Sports Lottery - a cool £6,500; her HMS Invincible shipmate, a 21-year-old from Camborne, Cornwall, Camborne, Cornwall, kept up the flat-lop's run of good luck by winning first prize in the follow-ing month's draw, a mere

Picture LA(Phot) Dave Gallagher, HMS Invincible



 One Type 23 not for the chop: driver LMEM 'Nobby' Clarke, his 'mechanic' LMEM 'Baz' Hume, and supporters MEM 'Paddy' Jarrett and Lt Lauren Yates rev up on Argyll's flight deck

(Soap)boxing clever

SAILORS don't need much encouragement to get on their soap-

box, but building one's a different matter. Sailors of HMS Argyll and Sultan used their spare time to create a mini, wheeled-version of the Type 23 frigate and the engineering school's beloved steam lorry respectively for the country's largest

The replica Argyll, complete with 4.5in (well more like 4.5mm) gun and CO, or driver, LMEM 'Nobby' Clarke, hurtled down the track at Knebworth Park in Hertfordshire in the Red Bull Soapbox

Around 50,000 people turned out to watch 80 brave souls risk life

and limb at speeds of up to 40mph in various makeshift karts.

The Argyll team made it through their heat, but got no further.

The Sultan team's replica of Sentinel, nicknamed Sooty, came fourth overall.

The kart - a one-third-size model of the real thing - was the brainchild of engineer Peter Stearne, aided by apprentices from

"There were more than 15,000 applications to enter the competition so I'm pleased that the support of HMS Sultan we made it to the last four," said Peter.

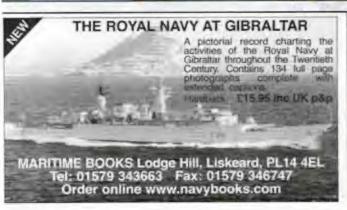
Not only were the racers assessed on speed, but also driving ability - former motor racing commentator Murray Walker, who gave the Sultan team full marks for their design, was among the adjudicators - style and entertainment value.





 The thin red line...Gibraltarians wearing red costumes link up for the 'hands around the Rock' human chain (top) assisted by Royal Marines (yes, wearing red berets) on the airfield (above)





 First Sea Lord
 Admiral Sir Alan West receives the Freedom of Gibraltar on behalf of the Senior

Still Rock after 300

T'S an interesting place, Gibraltar," CPO Jamie Stewart says with a mate-lot's typical knack of understatement. "It's more British than Britain.'

Rarely has such a remark seemed more fitting than during the outpouring of patriotism which marked the Rock's tercentenary celebra-

Three hundred years ago Royal Ma-rines and an Anglo-Dutch Naval force heralded British rule on the fortress.

For three centuries, Gibraltar's fate has been inextricably bound with the fortunes of the Royal Navy.

And for much of those three centuries, the RN's fate – and that of the na-

tion - has been inextricably bound with this Mediterranean outpost of Empire.

In the wars against Napoleon, against 'Kaiser Bill', against Mussolini, against Hitler, and now against the global threat of terrorism. Gibraltar has played a cru-

And so it was fitting that the high point of a week of 300th birthday celebrations was the bestowing of the freedom of the Rock upon the Senior Service by the people of Gibraltar.

The arrival of RFA Sir Tristram and LMS Graftan, on the last less of her six.

HMS Grafton, on the last leg of her six-month tour of duty in the Gulf, ushered in the celebrations

Grafton, fresh from a visit to Malta, was greeted by a 21-gun salute as she slipped into harbour - the first such wel-come afforded a British warship in half a century.

The ships' companies, aided by the Band of the Royal Marines, bolstered the colony's small permanent military presence for concerts, guard changing ceremonies and finally a freedom parade through the narrow streets under glorious skies.

Defence Secretary Geoff Hoon and First Sea Lord Admiral Sir Alan West led dignitaries marking the tercente-

Their visit was not welcomed by the Spanish, who used the 300th birthday events - of course Gibraltar's much older, but locals were celebrating British rule – as a pretext to stir up the age-old subject of Gibraltar's sovereignty. But what upset the Spaniards de-

lighted Gibraltarians: the pomp, the ceremony, the Britishness of a military spectacle, Rarely have performances by the Royal Marines Band been so well received.

A 2,000-strong crowd crammed into the colony's principal meeting place, Casemates Square, to watch a two-hour performance by the marines, volunteer bands and RN physical training instruc-

The crowd fell silent and stood rigidly to attention as the first bars of the national anthem sounded and sang Land of Hope and Glory with a gusto only (just) surpassed by the Last Night of the

Which is why the observations of CPO Stewart, one of the 50 or so sailors serving with the Maritime Data Centre, are spot on.

Everywhere in this week of festivities, the Gibraltar flag fluttered alongside the Union Flag. On civic buildings, in public places, in shop windows, on the balconies of tenement blocks ten alongside the day's washing.

Locals strolled down the streets wearing T-shirts - 'Keep Gibraltar British' - or waved placards with a similar message. Newspaper cuttings posted on walls trumpeted a referendum re-sult from 2002; only 187 people voted to return to Spanish rule. Nearly 18,000 inhabitants said ino!

This defiance was characterised on Gib's birthday by the 'hands around the Rock', a human chain ringing the colony, About 15,000 people, including For three centuries The Rock has served as Britain's - and the Royal Navy's - bastion in the western Mediterranean. RICHARD HARGREAVES and LA(Phot) LUIS HOLDEN joined the 300th birthday festivities



Tight fit: The Royal Marines Band squeeze down Gibraltar's famous Main Street to the delight of locals

military personnel, formed the chain, a wonderful gesture of community - and a gesture of 'hands off the Rock' too.

Later that day, Admiral West re-ceived the Freedom of Gibraltar from its leaders as almost the entire military presence in the colony, plus a few 'im-ports' from Blighty, marched through the streets.
"It's no coincidence that the Royal

Marines cite just one battle honour on their colours - the single word; Gibral-tar," said the colony's Chief Minister Peter Caruana

"For the Navy - and for the Army and Air Force - Gibraltar has been a 'home from home' for centuries."

On parade at the ceremony, though not marching, was one of the RN's most popular personalities on the Rock: PO(Dog) Flloyd, Still an active member of the Lloyds Signal Station team, Flloyd you may remember was the subject of a March News anneal last were still the state of the Lloyds. ject of a Navy News appeal last year as vets bills mounted. Readers chipped in with almost £2,000 to ensure our canine friend saw the tercentenary. (He has competition for the RN's affections on the Rock now, with the arrival of the Gibraltar Squadron's mascot Murphy who is - admittedy - rather more active than Fllovd.)

For non canine members of the military party, there was a march through the narrow streets of the city centre, led by the Royal Marines Band - its third major public engagement in as many days, yet still immaculately turned out.

Also immaculately turned out were the people of Gibraltar. Every tercente-nary event was wonderfully attended.

It is this sense of community which embodies life on the Rock for RN personnel stationed here - today numbers are down to a few hundred at the small Naval base and Royal Naval Hospital (the last in the world and celebrating its 100th birthday this summer).

"The Cribraltarians really do like Service personnel," said Lt Cdr Carol Stinton, matron at RNH Gibraltar.

"They are incredibly kind and friendly towards us. Because we're all together in a small area, there's a great

sense of community spirit."
With a small RN presence compared with days gone by, questions will inevi-tably arise as to the future of the Naval

Admiral West is in no doubt that such a staging post – "1,000 miles up threat from the UK" – is an important asset in the Senior Service's inventory.

"Gibraltar has always been impor-tant to the Navy. It exists because of the Navy, and remains a very valuable base for us," he added.

Whether or not we will still be using it in 300 years' time, that's a political question - but there's no doubt that the Royal Navy will still be around then."

Politics aside, the Rock is safely in British hands for the near future. Well, if legends are to be believed.

There's a healthy crop of baby Barbary apes clambering around the colony; as long as they thrive, the Rock remains under the Union Flag.

sand, siestas Sun, sea,

THERE is a surefire way to solve any retention issues in the Royal Navy.

Simply post the Senior Service wholesale to Gibraltar.

Speak to just about any sailor or Royal Marine based here and they will describe it as "the best job in the Navy".

It's not that Gib is an easy posting. It may seem like an idvilic colonial world, England's place in the sun, tea and tiffin at 3.30pm, cocktail parties in the evening. If only

Try running patrol boats 365 days a year in temperatures

hurtling past 40°C in high summer, or monitoring traffic passing the Straits of Gibraltar the port is the fourth busiest in the Mediterranean - daily, or running the last RN hospital in the world, or catering for a Fleet whose operations east of Suez have become a firm fixture once again in recent

The RN's presence here may be small these days, but the colony still has a strategic role to play, from supporting the global war on terror, to providing valuable support to British

solid years



 (Left) Pax Britannica: Battle-cruisers at the Detached Mole with carrier HMS Furious at the harbour entrance, between the

The Royal Marines gained immortal honour'

IT took fewer than 2,500 men to take the Navy's most famous

overseas fortress. For most of the 300 years since, the Rock has been a foothold on the Mediterranean constantly under siege.

The capture of Gibraltar in the summer of 1704 in the midst of the Wars of the Spanish Succession remains the sole battle honour on the Ma-

rines' Globe and Laurel badge. An Angio-Dutch force – 1,500 British Marines and 400 from the Netherlands - landed at Gibraltar to seize the fortress from Spain on July 21.

The Spanish governor, Diego de Salinas, refused to raise the white flag, so the fleet pound-ed the Rock and the Marines

stormed the defences After just five days, the imposing fortress surrendered and Admiral George Rooke - he gave his name to the former RN establishment in Gibraltar - claimed the Rock

for Queen Anne.

He then promptly departed with his force to refit his fleet, leaving the Marines to defend Gibraltar - which they did with aplomb for the next eight months.

One contemporary eulogy declared: "The garrison did more than could humanly be expected and the British Marines gained immortal honour."

For the next century, Gibraltar remained the Navy's principal base in the western Mediterranean until the capture of Malta in 1802. Grand Harbour proved to be an even greater asset than

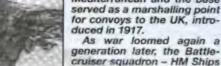
Gib, and for much of the 19th century, the Rock was little

more than a coaling station and stop-off for the RN.

But as the century drew to a close, a massive expansion of the dockyard began - Naval intelligence feared the threat not of the fledgling German Fleet, but the tradi-

The new 'torpedo-proof' harbour and impressive dry docks were completed in 1904... the very year France and Britain put aside their differences and signed the Entente Cordiale.

By then the threat to peace came not from France but from Germany and her Allies. When war came, units from Gibraltar helped to seal the western entrance to the



As war loomed again a generation later, the Battle-cruiser squadron - HM Ships Hood and Renown - were based in Gibraltar to counter the threat of fascism, first from the civil war raging in Spain, then from the Italo-

When Italy entered the war in 1940, Gibraltar became the focal point for RN operations in the western Mediterra-

Hitler drew up plans to seize the Rock - Operation - which were never executed; the failure to capture

Gibraltar, he conceded, was 'a real blow'. Instead, the Naval base was a thorn in his side, serv-ing as the springboard for convoys to Malta and the strike power of Force H, which crippled Hitler's flagship Bis-

As the war turned increasingly in the Allies' favour, the Rock served as the command hub for the invasion of north Africa (Operation Torch) in the autumn of 1942 and was used during the build-up for the invasion of southern France in August 1944.

In the post-war world, Gib's importance diminished, but

ever completely disappeared. But beyond continuing to be a staging post for the Senior Service's operations in the Mediterranean and the East, the Straits proved a useful monitoring point to keep an eye on Soviet vessels passing by during the Cold War.

Today, the Naval base is a fraction of its former size confined to the area around the Tower, the wonderfullyolonial forces headquarters on the Rock.

The Naval contingent too has shrunk, down to a few undred serving RN personnel at various establishments. Yet the Rock's importance has probably grown in recent ears. Operations east of Suez have mushroomed since the turn of the century, as has the terrorist threat.

Where once sailors kept an eye on passing U-boats or Soviet warships, today it is the potential fast attack craft of the suicide bomber or merchantmen harbouring terror-

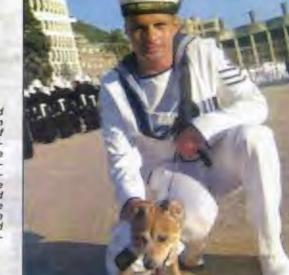




A contemporary engraving of the Marines assaulting the Rock in 1704



more bangs for your buck with the Royal Navy...(Above) HMS spectacularly illuminated by the tercentenary firework display v) not the re-enactment of Jutland: Grafton fires a 21-gun sa-e arrives at Gibraltar under foreboding skies



and, er, a Safeway supermarket

and Allied warships.

Few RN vessels pass into or out of the Med without visiting Gibraltar - for fuel, for food, for ammo, for rest and relaxation.

If it's busy, most personnel don't seem to mind.

"I defy anyone to get bored in Gibraltar," CPO Andy Robertson of the Maritime Data Centre said emphatically. Lt Cdr Mike McGuire, CO

of the Gibraltar Patrol Boat Squadron, added: "There could not be a better draft. It's a good place for children to grow up, you don't hear

anyone complaining, no-one takes sick leave - far from it. people ask for extensions to their drafts.

It's fair to say Gib is a bazaar (sic) place - a unique mixture of little England, the Med and a little bit of north Africa.

In the streets you'll find traditional red post and telephone boxes, pubs sell pints of Boddingtons, you can shop in M&S, BHS. Safeway or Tesco here renamed Checkout

There are Man Utd shirts aplenty (well, they're no further

away from Old Trafford than most fans).

And yet the shops also sell wines and spirits at vastly discounted prices, you can pick up cheap electrical goods, your pound is welcomed - but it has Gibraltarian markings the cacophony of insects at times is almost deafening, motorists drive on the right side of the road (or maybe it's the wrong side) and the Spanish tongue is heard as commonly as English.

More British than Britain? Well, if you count the flags..

• (Right) Much-loved friend: PO(Dog) Flloyd on duty at the Freedom of Gibraltar parade. The of-ficial pet of the RN on the Rock has some competition now from the Gibraltar Squadron's new canine warrior Murphy has arrived on the scene and (above right) Grafton's crew form a guard of honour aboard the frigate during an official reception

underland hears Ocean's call



Regina loss marked in moving ceremony

THE SIXTIETH anniversary of the loss of the Canadian ship, HMCS Regina, was marked at a service in Cornwall in August.

Cdre Jamie Miller, the Naval Regional Officer for Wales and Western England, represented the Senior Service at the ceremony at Poundstock Church, near Bude.

Poundstock Church, near Bude.
The ship was sunk by a German
U-boat off Trevose Head in
Cornwall on August 8, 1944, with
the loss of 30 of her crew.
Cdre Miller, a survivor of the
sinking of HMS Coventry during
the Falklands Conflict, said: "I am
particularly glad to be here today
because of my own service background in the Falklands and Iraq
conflict, and my uncle's service.

conflict, and my uncle's service.
"My uncle was Lt Cdr Jack
Miller, RNR, DSO and DSC(bar). who was also torpedoed at Christmas 1941 while the captain of a similar ship to Regina, a Flower-class corvette HMS Salvia in the Mediterranean.

There were no survivors."

He added: "The service is a poignant memory of all the sacri-fices made by the Dominions and Commonwealth, hand in hand with the Royal Navy since World

War II to the present in support of

justice and freedom."

FOR THE first time since Sunderland gained city sta-tus in 1992, HMS Ocean has exercised her freedom

nas exercised her freedom of the city.

Wearsiders - the name for the Sunderland locals - lined the streets as the ship's company of HMS Ocean marched past, led by a Royal Marines Band.

Purple reign begins for Phots

THE LAST of the Royal Navy and Army Photographic Career courses has finished at the Defence School of Photography at RAF Cosford - but this is not the end of the Photography branch

From now on the RN and Army photographers will be joined by their RAF colleagues for a truly 'purple' course at Cosford under new guise of the Defence College Aeronautical of Engineering.

The rise of jointery saw the stu-dents of CN1317-23 snap shut their cameras as the last journey-

men to weather the syllabus that has trained the Service's photographers for the past ten years.

After 28 weeks of intensive training, the camera-wielding men of the two Services have been drilled in the technical side of photography, from the classic develop-ment of black and white film to the modern world of digital media and satellite transmission.

In addition, they have learnt the

art of telling the human story in images - how to capture the history of the Forces just one click at a time.

Good example set by URNU

QUICK reactions kicked in on board Archer-class HMS Example when sailors and students went to the rescue of struggling swimmers in the Caledonia Canal.

LMEM Paul 'Shady' Lane heard the cries from the upper deck and saw some people struggling in the water.

The students, who were coming to the end of their summer deployment around the coast of Scotland, were downstairs chang-ing, ready for a night out in Inverness.

Shady said: "They were all in their smart clothes, but they didn't think twice.

"Once they realised this was not a drill but the real thing, their training kicked into action. They did everything they were told smartly, and some things that needed doing without any direc-

"They launched the boat in under 30 seconds," he said with pride.

It was fortunate that earlier that

day the students had been practis-ing launching the seaboat. Shady and one of the students Matt Gaskin, who studies at Newcastle University, took the boat to the scene

One man was being supported by another, while a third was struggling to keep his head above

The two Naval men from the Northumbrian University Royal Naval Unit (URNU) grabbed hold of the man, who was naked and seemed inebriated, and pulled him into the safety of the seaboat. Next they went to the rescue of

the other struggling duo. Finally they picked up a fourth man, a passer-by who had seen the drama and dived in to the canal to help, towing a lifebelt.

By the time we got back to the ship the Coastguard, police and ambulance services were there as

well, said Shady.
"It was a team effort. The kids

"It was a team effort. The kids did incredibly well.
"It was slightly outside their training envelope with multiple casualties – we normally prepare them for a single man overboard.

The commanding officer of HMS Example, Lt Chris Allan was ashore at the time. He said: "I was very pleased with the response of very pleased with the response of the students. Their training clicked into place and they used it well in a real-life situation. "It doesn't matter whether RN

personnel or students, their professional training kicked in, and that's what made me so proud."



Busy Bee needs no Spelling Bee

SAILORS of HMS Manchester can spell - it's just they're rather proud about their new messaging ystem.

Visitors to the ship Portsmouth may have thought crew had got their flags mixed up when they hoisted the flag pen-nants N-A-M-C.

In fact the communications team were just glad they were the first of 37 ships to receive a new message handling system which should make life easier in dealing with the flurry of signals arriving

and departing daily.

The Naval Afloat Messaging Coherency (NAMC) computer system has been trialled in its earlier form in two Type 23 frigates, two RFAs and HMS Ocean.

The improved kit fitted to

The improved kit fitted to Manchester offers its users a Windows-friendly environment, assistance with drafting signals and some powerful features to help administration and management, running on six terminals instead of three previously used in Type 42 destroyers.



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 The youngest member of HMS Dumbarton Castle's company, OM(W)1 Michelle Townsend cuts the rededication cake with ina, wife of commanding officer Lt Cdr John Garratt

Fortress of the South Atlantic back in Fleet

AFTER an £8 million upgrade, HMS Dumbarton Castle is back in

the Fleet. The 22-year-old ship is due to set off soon for the South Atlantic. bound for her three-year stint patrolling the Falkland Islands.

The refit work has seen the patrol ship fitted with three new diesel generators and a new junior rates' mess. In addition two new cranes, capable of handling the larger rigid inflatable scaboats needed for her Atlantic territory, have been installed.

Her commanding officer Lt Cdr John Garratt said: "We can now deploy to the South Atlantic with a top-class ship and a high-spirited team ready to fight and win."

During the rededication, RPO Dave Burnside and Lt Gemma Fullman received medals for their roles in Iraq and Afghanistan.

Over to You

Tanky: On behalf of a wartime sailor,

Tanky: On behalf of a wartime sallor, would be interested to know if anyone can shed sorter light on the origin of the nick-name Tanky. The gentleman in question is a Mr Thompson and were a ship's butcher on destroyers duting the war. Was the nickname due to his job? Contact Mr DS Barrett, set 07256 703552 or email: Satt29/200lact.com. James 'Jimmy' Broome: His grand-daughter is beeking into - ships in which he served during WMI include a minosweeper, and possibly HMS Lightning. He came from Manchester, had a brother numed Clifford and his partner's name was Annie - and he field in the 60s. If you think you may have served with him please contact Liza to help unravel a 60-year-old mystery. Contact Liza Broome, tel: 01204 575183 or email: Broome, tel: 01204 575183 or email:

Brooms, tel: 01204 575183 or email. Brooms, tel: 01204 575183 or email. Brooms (National Control C

about him, write to Dulcie Osmond, PO Box 463. Burin Bay Arm. NL. Canada, ADE 160. or ermail durcie oarnondischarul cat.

HMS Disido: Does anyone know what happened to the ship's belt of NMS Dixio after the ship was solid to the NZ Navy and commissioned an HMNZS Southland? Froquines with Naval authorities in Auckland. NZ, suggest that the bed did not accompany the sale of the ship so the belt may still be within the UK, George Webster served in Dudo and son John was christened on the ship (clica 1963), believed to be the first name stamped on the bell. John would very much like to acquire the bell as a keepcake. It you can holp, contact John Webster, 3 Rennie Street, Wilsamstown, Victoria, Australia, 3016 or email: dubtilized.net.au

HMS Duncanaby Head: Has anybody got a picture of HMS Duncanaby Head (repair ship), would be willing to pay Contact A.M. Silversides, tel. 0161 681 3903 or email: Silversides.

email; Silversidesm@aci.com
Hawait: Trying to contact Cdr John Ainger
RN, who was posted for some months in 1982 at Commander Third Fleet, Ford Island, Pearl Harbour, Hawaii. He was instrumental

Pearl Harbour, Hawaii. He was instrumental in the success of a worldwide, multi-nuision NCS exercise. Contact Robert Burgess, 472 W. Porfota Ave, Los Altos, California, 94022, USA or enail: burgess@pacbetf.net HMS Hoclas: Does ariyone who surelyed the shaking of HMS Hiscia by US15 on November 12, 1942, have any information regarding LS Charles 'Lair' Levein', who world down with the ship. Contact Hugh McLintock on 0.888 374482 or ential: http://doi.org/10.1009/10.10

malf.com

HMS Le Tiger: Locking for men that
served with armed trawler HMS Le Tiger or
anyone remembering the corevoy BA-2 from
New York to Holifax, Nova Scota on July 3,
1942? Liberty ship SS Alexander Macomb
with attacked and mark by U215. The two

escorts HMCS Regina and HMS Le Tiger rescued the survivors. Le Tiger later sank U215. All help with any facts regarding the incident would be maich appreciated. Nick Clark, 161: 0115 B780794 or email-rigiclar/fathworld.com

Levant Fishing Patrot: Dusing WVII, George WIII a unit called the

Levant Fleshing Partrot: During WWII, George Wilson served with a unit called the Levant Fishing Patrol in the Mediterranean. His son would love to hear from anyone with any information about this unit and its activities. Contact Brort Wilson, S.2 Planitation Fload, Amersham, Bucks, HP6 6HL or email: Brent, Wilson-Remersham.com

MMS 170: Seeking information about the lose of MMS 170, which went down on Dictober 12, 1944, off Leghorn, Italy. The official fine was also hit a mine, but there some other versions of ovents. George Weiker Noble, an engineman, was one of the seven ratings who were lost. His son George Walker would like to hear from you. Contact George at Villa Graha Hijau 1/C-10, Ji HMS Montclarer Terry Alfon is eaching photos of his father. PO Raymond Clifford Allen, who served as the HMS Montclare when it was in Rothesay, isle of Bute. He only has a couple of pictures of his father when it was in Rothesay, isle of Bute. He only has a couple of picture of his father solid in the property of the Shipmates who remember him. Contact Termone Allen, set 0116 277 3449 of email: FLORIDIANTELSact.com

Contact Tensice Allein, Int. 0116-277-3449 or email: PLORIDIANTE Blasic Corn HMS Puckerdige: Seeking arriyoris who was in HMS Puckerdige: Seeking words World War II. and pasticularly any survivors from September 6, 1943, who may have known September 6, 1943, who may have known Elizabeth 1944-604839 or email: edimuncifesity/suspanet.com Ousen Elizabeth: Seeking reminiscences from surviving members of HMS Quisen Elizabeth around 1945. Mike's American wife has a bible, written inside are the words: "From the Chaplains office, HMS Quisen Elizabeth 1945". Keen to hear from anyone who may have remembered an American, Alonzo Tickwell, on board at that time. Contact Mike Hill, 36 St. Margarrets Walk. Scunthorpe, DN16-3DR or email: mike@cess46.freeserve.co.uk
Sub Lt Arthur Connerton Saw, RNAF: Seeking information on Arthur who disd in a flying accident on April 21, 1916. Contact Robert Field, lot: 0113-217-2815 or email: bohandcandstrailingontingether@intheredic.com Scharmhorsk: In October 2003 a number of Navel Aspectices.

Robert Field, tol: 0113-217-2815 or email bobandcarolstrollingonitogether@ntbondc.com/Scharnhorst: In October 2003 a number of Naval Associations attended the final Scharnhorst Reuprinon in Wilbelmshaven These included HMS Beillast, HMS Duke of York, HMS Sceppen and several Arctic organisations: A private video was taken of this moving occiation. Anyone interested in oblaming a copy plauser contact Errie Smith on 01460 30651 of email errostonortheritansensitif freessarens co.u.k. Standard Bearers Association: Risceive a monthly newletter, gring detaile of parados, reunions, tips for obtaining S/B's bars and numberous other helipful ideas Membership is 210 per year for helipful desa. Powell, 21 Scattmeton, Wilnecote, Tarnworth, Staffs, B77-4LA or email standardbearersnule2004@period.co.u.s.

At Your Service



Reunions

September 2004

Portamouth Field Gunners Association Ceremonal Memorial Opening of the Portamouth Field Gun Commemorative site at HMS Excellent on September 18 com-HMS Excellent on September 18, com-noing at 11:00 outside the G.I.s sociation club. Details from Rob Wystt on 3 9235 6868 or email: mbdon.wystt@nti-

D23 9235 6868 or email: motion wyatthinfworld.com

HMS Diana reumion on September 10-11
at the Nastical Club, Birmingham. For
details contact Bob Bother, 0121 783 7486.
River Class Association. Next reunion
on September 18 from noon at the PNA
Club, Learnington, Spa. New members most
welcome. Details from Raymond Dodd on
0161 338 4296.
HMS Protector Association. Minireunion on September 18 at Royal Salicin
Home Chib, Portsmouth from 18:00
Contact P. Latham on 0161 724 8164.
Model Yacht Bacing: The Second
Annual IAM Forces Radio Saliting
Championnings will take place at Scopport
Model Yacht and Boating Club over the
weekend of September 18-19. The compellion is open to serving or ex-members of the
Forces and their associated Remember. The
closing date for entries will be Friday
September 10, 2004. All those interested in
entering absold contact. LOM (SSM) John
Taylor, tel/fact. 01436 811363 or email.
JCTaylornadeyotsBallon Com
HMS Glory Association & 14th Carrier
HMS Glory Association & 14th Carrier
HMS Glory Association & 14th Carrier

Taylonnadeyots@aol.com
HMS Glory Association & 14th Cerrier
r Group shipmates are invited to the

Calling Old Shipmates

mongers Harvest Festival Parade and a on September 26 Assemble in Service on Soptember 26, Assemble in Guildhal Yard, Loodon EC1 at 13:00, march past by RNR 14:00, parado 14:15 when RNA 8 FAA members are welcome to take part. Church Service 15:00 at St Marry ie Bow, Cheapside, Contact Larry Golding, Peerly King of Old Kerti Road, 020 8988 1994.

October 2004

St Bride's Bay reunion on October 1-3 at Willow Bank Hotel, Manichester. Contact Nick Hoskinson, let 023 9246 4028.
Royal Marines Band Service reunion Saturday October 2. Further details. Mark Snell on 023 9272 6174 or emulti-reunion/Broyalmaninesbands.co.uk or see www.royalmaninesbands.co.uk or see www.royalmaninesbands.co.uk/pages/reunion/inn.

HMS Cheviot reumon weekend of October 8-9 at Eastbourne. All ranks wel-come. Contact Vio Denham, tet: 01732 841854.

841854.
Royal Naval Patrol Service
Association, Lowestoff: Reunian October 9,
Service and march 10:00. Dimarr 19:30.
Tickets from the Nest. Contact Hediey
Crago on 01442 241217 or email:
mpsatisterisatious stubusiness.co.uk
HMS Ajax & River Plate Veterana
Association: Reunious It Kins Churise Mobile

Association: Reunion at King Charles Hotel, Gillingham on October 13, memorial service and AGM next day. All Ajax crew, all commissions welcome, seven guests attending from Ajax. Ontario, this year. Details from Jack Quaintance on 01255 502007

Sand Bay Holiday Village, Westo Mare from October 15-18. For det

Mare from October 15-18. For details contact Jim Cooper, telephone 01909 533768 or mobile: 07946 335259.

HMS Diarmond reunion October 23 at the King Charles Hotel, Gillingham, Kent. For details of the reunion and the Association, contact Ray Shipley on 01634 267084.

November 2004

Centurion Drafting Staff Officers com-morative mess dinner on November 25 int HMS Sultan wardroom to which all officers who have served as CND drafting, promo-tions and support staff are warmly invited. Contact Cdr Robin Warn on 023 9270 2125 or Lt Chris Jennings on 023 9270 2843. HMS Bulwark 1914: Commemoration of 90th servicesary of loss on November 28-28 at King Charles Hotel, Gillingham, To include Commemoration Services and parades. Contact Mike Bridges on 023 9238 6868.

February 2005

HMS Andromeda: Reunion taken place in Liverpool from February 25-27, All commissions, all ranks welcome. Full weekend programme of events. For details contact Fick "Matty" Matthews on 14-49 678-98 or consult in templation of the control people of the consult in templation of the control people of the consult in templation of the control people of the consult in templation of the control people of the consult in templation of the control people of the consult in templation of the control people of the

April 2005

848 Naval Air Squadron: Further

Squadron members of 1952-56 are sought for the next reunion on April 9. Details from Les Smith (Secretary), not 01584 831397.

HM Captain Class Frigates will hold a restrion in Warveck from April 14-18. All excrew members of the 78 ships are invited to attand and erigy meeting old shipmates from World Wer III. days. For Indo, phone Harry Fine on 020 8455 9400.

May 2005

HMS Cleopatra Old Shipmintes
Association will hold their next reunion at
Boyal Saliora Home Club, Portsmouth from
May 13-18. For more information contact
Warwick Franklin on 01752 366611 or email:
will 1802568064eeyonder.co.uk
HMS Khedive: Reurson May 13-14 at
Loarnington Spa Naval Club, Evoryone welcome. Details from Bob Evans, tet 01902
803281.

June 2005

HMS Solebay: Eighth annual reunion at uthwold. Sutfolk on June 3-4. All ex-Solebay's and guests are welcome. Contact Malcolm Clarke on lei 0117 9268864 (day-time), 0117 9622500 (evening) or email: elebay.cog

November 2005

HMS Courageous Society: November 13. Trecim Hotel, Babbacembe, quay. Tel 01483 224325, email: vageous society@bitternet.com or belle: www.hmedourageous.com

At your Service entries

Notices for this page should be brief, clearly written or typed and addressed to - The Editor, Navy News, HMS Nelson, Portsmouth, PO1 3HH or email, edit@nevynews.co.uk. If you are sending your notice in via email, please include your full address and telephone number.

■ Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.
■ Please send in Reunions at least three months (preferably four) before the month of the event.

There may be a delay before items appear, due to the volume of Entries are free to non-commercial organisations, items pertaining to

mmercial work, books and publications for profit can only appear as id-for advertising. ■ The Editor reserves the right to edit or refuse publication of submitte

Space does not allow us to accept more than one free insert. Any sub sequent notice will have to be paid for at advertising rates.

HMS Avenger 1989: "Turk" Trunsion are you out there? RO "Pricky Price" and Alex owe you a speg boll. Contact Mark Price, E01933 226802 or email: headlessprice@

01933 226802 or email: headlessprice® influentic.com
Cleopatra Old Shipmates Association is actively seeking new members. A reunion is held overly year in May (next year, Portamouth) and membership stands of 250. Anyone who served in the fingate or cruiser. Interested in joining the association, should contact the Secretary Warwick Franklin, tel-01752 360611 or email: warwick franklin/shotmail.com
HMS Collingwood: Seeking traces of Damen Humphrey. Deren 'Jimmy' James joined up with him, they were at Collingwood twice and on Gloucester during the first Gulf War. 'Jimmy' at attill in the Navy sand in a psychiatric marse. Contact Damen 'Jimmy' James, let: 07976 966314 or email: damen-stellinghormail.com
HMS Cossack Association is calling att

darmyarms59@notmail.com
HMS Cossack Association is calling all
athpmutes who served in HMS Cossack
(LD3 or D57) to join the association and attend the next reunion. A warm welcome awaits you. Contact George Toomey, tel: 01754 872116.

Invalits you. Contact George Toomey, fet 01754 872116.

HMS Danae: Seeking shipmates of the first commission 1967-1970. Their neuron being planned for 2005. Contact "Mac" on 01924-364484.

HMS Diamond: Two members of the Diamond Association's addresses have been lost, John Street and Mick Duncan, please contact Goffer on 077-6107-6082. He is also looking for Jim Scouse' Daive. John Beakly Cox and ex-LMIEDs Daive "Ships" Shipley and Dennis Howell.

HMS Eagler: Seeking Fred Peebles, an old shipmate of Rod Gregg when they both served as Alfa in 6J1 mess in Eagle back in 1956, Rod was one of the "Cockstoos" who used to perform over fleet radio. They were both in the Cumberland, The last known address was Cardiff. Rod moved to Canada in 1958 and sadly lost touch with Fred. If anyone knows of him or are members the 'Cockstoos' Rod would like to hear from you, Contact Rod Gregg, 7306 118th Street, Delta, BC, Canada, V4C 559 or email: pregg@fetalus.net

Delta, BC, Canada, V4C 5S9 or email: nyrego@relus.net
HMS Firinsterra 1946-47; Seeking Ken (surname possibly Moorhouse), had a Yorkathle accent, John Morkey has a photo of you and him talken in Arroy, China in February 1947. Contact John Morkey, 23670
36a Ave, Langley, BC, Canada V2Z 2J6 or email: johndrandey@dahmu.net
HMS Gamecook (RNAS Bramcote): Seeking a Wenn Writher called Chris and her husband called Misc, served at Gamecook (1956-57. Arry into greatly appreciated. Contact Geoff Briggs, bit 01617-1840156 or email: gmn1/53@tilenal.co.uk
HMS Gameco 1974. Archi, Kornidae and

Contact Geoff Briggs, Iol: 0161 7840156 or email: graft 1538tiliscal; cc.ulii.
HMS Ganges 1974; Andy Kerridge and fils, wife were married on September 25, 1974, when he was stationed at Ganges. The wedding was in Harwich, Essex, and several lade attended. Andy is trying to contact anybody who went, as it is their 30th anniversary. They would love to hear from Denny Daines (usher), Topey Turner, Paddy, Alan, Pete Bayes etc. Contact Andy Kerridge, Iol. 01255 503185 or email andyelinkillapul.com.

Retridge, 161. 01255 503185 or email andyelika@lact.com

HMS Ganges Blake 10 Mess 1954: Fisul Cobbing who served from 1954: 69 is looking for anyone who knew him, especially Edgar Milne or any other Ganges Boy of that mess; also served in Delender; Pembroko, Harrier, Shackleton, Loch Fyns. Dryad, Scorpion, Terror, Victory, Malcolm and Cochrane, Contact Paul at 26s Donne Street, West Coburg, Melbourne, Victoria, 3058, Australia or email: cobbingsinst options.

Jubs, Australia or email: cockingsnre-optisset.com.au HMS Hermes: Ex-LSTWD D.R. Hamilton Haumry' would like to contact any old mates, especially the lads from 824 'A' Fit cluming the Falklands conflict and the lads from 2N2 mess Hermes 1978-80. Conflict David Hamilton Int 01843 299556 or email: david hamilton/9/fitestube.com

david hamilton/#Uhetube.com
Ship Ahoy – Calling Duncan 'Knibbsy'
Knibbs. Please contact Trigger as he has
not recleved notification of your address
since your movel Steve Royce-Rogers, 18:
01985 218833 or email: zfeverr©

Ken Stockley is building a website for the last commission of the Loch Alvie and Loch Lomond, affectionately known as the Loch Almond on http://members.sol.com/

Loch Alvie and Loch Lomond 1963-65:

Aschalmond, He is looking for stones or memorius to include, Contact Ken on 01945 475210 or email. Not FlumPartRacol.com. HMS Look Lormond 1958-7. Sesking information on the Skipper Cdr D. Roome, Comms Mess, Dave Watts, Tony Richards, Ron Lane, Ted Nixey and Mick Hodgkins. Contact Dave Brown, PO Box 294, Beetileigh, Old, 4207, Australia or email: reprowrittipnimus.com.sur. All Arms Veterans Motorcycle Club: AVMCC is the official motorcycle branch of the Royal Brillish Legion open to all existing RBL/serving and ex-Forces motorcycliets. For more information contact: All Arms Veterans Motorcycle Club, PO Box 242, Phymouth, Devon, PL3 4WC or see the website at www.asvrscc.co.uli.

HMS. Naisd 1940-42 Survivors Association have recently had their final reunion. Any 1940-42 survivore, or anyone interested, please contact the Secretary, Bill Willia Led Life (143) 77268

on. Any 1940-42 survivors, or anyone isled, please contact the Secretary, Bill tel, 0148 772268.

interested, please contact the Secretary, Bill Willia, let 0148 772268.

The Nottingham Flotilla are seeking new reembers. The Flotilla is affiliated to the Royal Navy and offers members talks on related (and sometimes, unrelated) topics once monthly. We also have an Annual Dinner and a Tratisgar Dinner. The talks are always interesting, field in a private room in the Nottingham New Mechanics Institute For a modest annual membership fee they offer fellow Navy-philes an excellent time, and the carnaradene of like-minded ex- and would be ex-equitetots. Contact Glyn Johns on 0.115 928 1878 or email: ginu johns@binterner.com
Bill 'Jock' Methen Clubewinger' would like to get in touch with PO Elec Mick Dyer Plymouth area who served on HMS Rhyll Righton 1974-5 and PO Tas Tiny Tiller who served on the last commission of HMS Saintes Association is thriving with the next reunion in May in Torquay. There are many shipmates from all commissions who have yet to join the association. Contact the treasurer, Ron Miles, let 01404 43177.

HMS Sirius (1965-67): Seeking LMEM

43177.

HMS Sinus (1965-67): Seeking LMEM Brian "Skippy" Skipworth, 3K Stokers' mess. Contact John "Rusty Crome, 6 The Knole, Istaid Riee, Northliest, Kent, DA13 9DJ or email: Johnstoneetheatmel.com Silim School, Malaye: Seeking former pupils and teachers who attended this school in the Cameron Highlanda. Reunian planned for October 2, 2004. Contact Gloria on 01453 545771 or email: Gloriagonarm@acl.com

on 01453 545771 or email:
Gloriagomm@acl.com
HMS Southampton: Seeking an old shipmate, Darren 'Diats' Abdullla. Served together in HMS Southampton (1986) and again in HMS Rooke (1989-89). Be good to know what he'n been up to since their. Contact Peter 'Sticky' Green, 82A Sliver Street, Newport Pagnoll, Bucks, MK18 GEG or email: pulsersamagners@hofmat.com

outer, reswport Pragnett, Bucks, MKIB GES or email: publicationspress/florinations HMS 8t George, Gosport: Tony Smythhas a photo of Hughes Class at St Goorge, taken in 1947 at the end of the fourth wook of New Entry training, class imbructor PO Lewis, Mood class of 26 Whiters and 6 Signatinen. He met one in Singapore in 1967, one in Phymouth and one at the HMS Ceres reunion last year, Where are the rest? Contact Tony Smyth, 17 Windsor Avenue, Newton Abbot, Devon, TO12 4DL or email: tony.anyth@rewabb.demon.co.kii

Freddy Fox is seeking RN Cooks who

Contact Tony Stryth, 17 Windsor Avenue, Newton Abbot, Devon, TQ12 4DL or email: horystraythilinewabb, diamon.cc.uk

Freddy Fox is seeking RN Cooks who knew him from HM Submarines, HMS Endurance, Royal Tournament (1981-2) and RNR all between the years of 1982-2000. Please get in touch with Freddy Fox on 01843 587878.

Warrior 1984-5, Communications Dept. Brian Gregory would like to contact Alex Blackwood and Joe Whatliey Contact Brian on 0121 355 4480.

Wrens: Seeking any ex-Wrenn who were n Ajax 290 division in Dauntless (January 1976), anybody from HMS Mercury (1976-7), especially Sue licaryou (ox-Shorthouse), Marion Milburn, Taff McGill etc. – and from FO Plymouth (November 1977-June 1979). Contact Jacquie Perry, C/Escandell 60A, 13°, flora, Balseres, Espans, Tel: 00 34 971391357 or email: ponry@asna.es

WRNS BRNC Taibot Div Sep 84: Seeking the following ex-WFINS Officers who graduated from Dartmouth in December 1984 in order to strange reurison; ob Brigham, Mauren Logan, Sally Marshall, Judy Setter. Contact Isabel Kent (nee Markowskii) on 02392 727748 or 02392 875701 or email: Issykent@hotmail.com

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Iraqi Navy re-born with a little help from the RN

SADDAM Hussein ordered them, but he never got to

In the waters of southern Iraq, the free nation's fledgling 'Navy' is on patrol thanks to six months of training from predominantly RN personnel.

British sailors and marines say they are impressed by the scaman-ship skills and dedication of the men who have signed up for the Iraqi Coastal Defence Force - a small 'Navy' which is taking over responsibility for policing coastal waters from Coalition vessels.

The Iraqi crews received basic training both on home soil and for officers - at Dartmouth, before moving to the southern port of Umm Qasr to complete education in scafaring, fire-fighting, weapons

handling and damage control.
"The experience level of many of the defence force members which has been greater than expected," said WO(SSM) Les Petcher, the Iraqis' senior divisional officer.

"Some of these people have 20 years' experience in the previous Navy which has made the task of training them more of providing refresher training rather than starting from scratch."

The RN personnel have been working alongside comrades from the USA, Australia and the Royal Netherlands Navy, and until mid-summer was led by Briton Capt John Murphie; he has now handed over duties to fellow Semor Serviceman Capt Colin Welborn.



Auditions for the Iraqi version of Lad's Army went surprisingly well. CPO Dave Pearce bellows marching commands to members of the Iraqi Coastal Defense Force

The team is monitoring the progress of the Iraqi force which is carrying out supervised pa-trols in the Khawr Abd Allah waterway which leads from Umm Qasr into the northern Gulf.

Saddam ordered five patrol craft from the Chinese, but they were impounded by Allied forces on their way to Iraq in 2002 and languished in Dubai before being reactivated and delivered to a Saddam-less country this spring.

In addition, 10 Zodiac Rigid Inflatables have been provided for the force to carry out maritime interdiction operations - boardings - a skill which is a mainstay of the RN in the Mid-

Navy News reported last year on efforts to train the riverine patrol service; the coastal force performs a similar role up to 12 nautical miles from the Iraqi shoreline - policing duties, counter-terrorism, counter-smuggling, and counter-piracy.

Sea Lord Admiral Sir Alan West watched as control of the small force was hand-ed over from the Allies to the Iraqis under Capt

"A small force needs high-quality personnel, which is what we have here. All are determined to serve their country to the highest standard,"



Farewell, gallant Sir Percivale

THE ENSIGN has been hauted down for the last time, heralding the end of illustrious 34-year career for RFA

Sir Percivale.

The veteran landing ship has been prepared for Extended Readiness, and is due to be put up for disposal towards the end of the year.

The haul-down (pictured above) took place in Portsmouth, with members of the ship's affiliated Sea Cade) Corps unit, TS Cossack at Crawley, providing colours party and guides, and music from a Sea Cadet Band drawn from units at Tunbridge Wells, High Wy-

combe and Windsor and Eton.

The salute was taken by RFA Commodore Bob Thornton and Capt (E)

John Lawson. Sir Percivale was built by Hawthorn Leslie Shipbuilders, and transferred to RFA service in 1970.

She won a battle honour in the Falklands, and was one of the first ships to sail for the South Atlantic, with three helicopters and 300 troops on board. She went on to lead the amphibious force into San Carlos.

She was the first ship into Port Stanley, and was the last British naval

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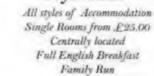
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Iraq takes charge of her new Navy for the first time (left) at a hand-

HMS Somerset's sea boat on pa-trol off Iraq. The

Type 23 frigate has been assist-

ing the fledgling Iraqi Navy's first

ceremony (below)

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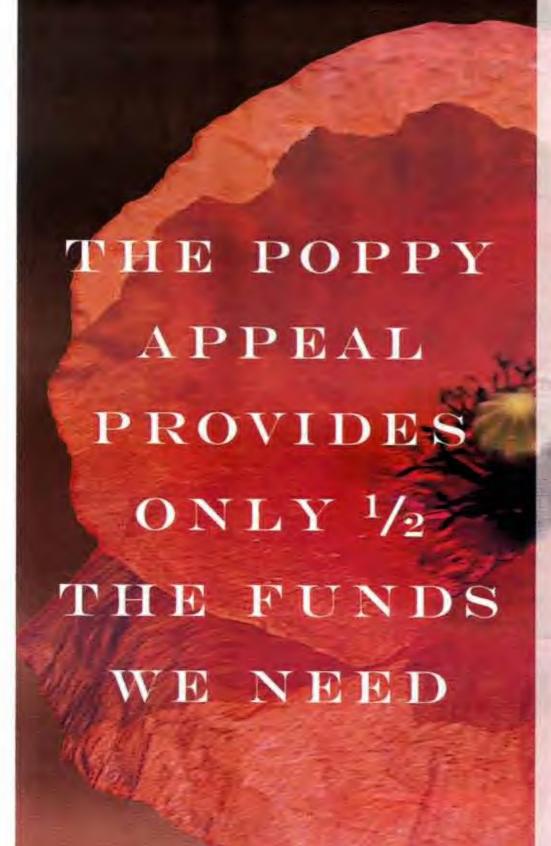
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Royal Naval Association

Birchington win - or fail to lose?

AN HISTORIC location for an historic match - well, for a good day's sport between the Birchington and Margate branches, at least.

Minnis Bay, the site for the testing of the Dambuster bombs, was the venue for the Rose Cottage Trophy bat and trap match, in perfect sunny itself a tradition, as the only time the event was rained off was in 1989.

Once the chairs and picnics had been sorted out, Birchington chair-man S/M Dave Harris sounded the Stand Easy, and after a few cans of refreshment, battle commenced.

The official Birchington report states: "The first match Margate lost, the second match Margate lost and

the third match Margate lost.
"It wasn't that Birchington were good, it was just they were not quite

This has been normal over the years - but what a pleasant way to spend a summer afternoon..."

One more trip to sea after crossing the bar

AS A FINAL courtesy to personnel who 'cross the bar'. the Royal Navy commits their ashes to the sea and provides a dignified ceremony for this emotive leave-taking - free of charge.

This singular good deed is arranged in Portsmouth by the Chaplaincy, HM Naval Base, who report a growing demand for the service - due, no doubt, to the number of wartime veterans who are bowing out.

Those who rarely give a thought

to the subject may be surprised to learn that there is more to the committal of ashes than just scattering them on the surface of the sca-

The Chaplaincy and the funeral director are two of the key players in this final drama

The former deals with relatives of the deceased and arranges the date of the committal.

The task of the funeral director is deliver the casket containing the ashes to the Naval Base, at least seven days in advance of the ceremony, for safe-keeping in St Ann's

To comply with Government regu-

lations, the casket cannot be synthetic, or made of oak or elm.

It must have holes, not less than half an inch in diameter, drilled in the bottom and the sides, and be weighted inside to ensure it will sink.

To ensure rapid assimilation into the marine ecosystem, the casket -usually made of softwood or veneered chipboard, must not contain any material harmful to the environment, such as copper or brass.

The removable lid must be fastened with countersunk screws, of ferrous metal, not less than one inch in length.

WHEREAS YOU'VE BEEN WORKING ON THAT

construction kit of

HOW MANY HOURS ?

HMS "COSSACK" FOR

The funeral director, whose

expenses are met by executors/next of kin, is well-briefed on regulations.

If, however, a Sea Salt casket is used for the committal, it need not be brought in advance to St Ann's church but to the Naval Base on the day of the ceremony

Relatives of the deceased are also fully briefed on the regulations governing the ceremony, which includes a short religious service, conducted by a Naval chaplain, from a Fleet Tender and carried out at Spithead, at a point near to Spithank Fort. The Tender leaves for Spithead at

2.30pm on Wednesdays and there may be several committals on the same afternoon, due to the growing demand for the service

Health and Safety regulations permit only six mourners on the Tender - and no children under 14.

The mourners Victory Gate of HM Naval Base, close to Portsmouth Harbour station

Should the weather be unsuitable for small craft to venture out, relatives are normally advised of cancellations 24 hours in advance.

Those tasked with committing the shes of a relative or fellow shipmate to the sea will be given all the information they require on contacting Mrs Lisa Paffett at The Chaplaincy, North Wing, Admiralty House (pp13), HM Naval Base Portsmouth, PO1 3LR, telephone 023 9272 2915 Cheshunt standard is centre of attention

THE rededication of the Cheshunt branch standard, after 12 years, was a happy occasion for members and their fellow shipmates of neighbouring branches, who paraded with them, their standards on high, for a religious service in Christ Church, Waltham Cross, conducted by Canon Martin Bannister, the branch chaptain.

Those present at the ceremonies included Capt Paddy Vincent, the President of No 1 Area, the Mayor and Mayoress, Clir and Mrs Hale, the local MP, Dame Marion Roe, who was accompanied by her husband Mr James Roe, and branch standard bearers and members of the ex-Service associations.

The parade was led by the Royal British Legion band and, following the ceremonies, shipmates and their guests who attended returned to the RNA branch's usual meeting place, Cheshunt and Waltham Cross Conservative Club, past a saluting platform where the salute was taken by Capt Vincent, the Mayor and Mayoress and Dame Marion.

Once at the Conservative Club all present enjoyed a buffet reception and a disco.

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New boss is signed up at the double

THE NEWLY-appointed Senior Naval Officer Cyprus and Commanding Officer of the Cyprus Squadron, Lt Cdr Mark Hill, signed on as a Shipmate when he and his wife Margaret became full members of the Cyprus branch of the RNA.

Full members of the Association must be serving or ex-serving members of Naval Forces,

Margaret meets this criterion, having served as a Peny Officer (Met) in the WRNS from 1987 until 1993, and it was during this time that she first met her husband.

Within the RNA all references to rank are dispensed with and every-one, irrespective of their rank or post, is addressed as Shipmate. Thus welcoming S/M Mark Hill

and S/M Margaret Hill was a particular pleasure for the members - and it brings the total number of full members at the branch to more than

Wearing his Commanding Officer's hat, Lt Cdr Hill promised members a close contact complete with updates about the Squadron. ships and their crews

Fine for service

DEAL and Walmer branch report that for once the Dover Patrol Memorial Service and Parade had fine weather, which encouraged an attendance of 36 standards, including the National Standard and the No 2 Area Standard.

The Vice Lord Lieutenant of Kent. Viscount de L'isle stood in for the Lord Lieutenant, and Vice Admiral John McAnally took the salute.

Next year's service falls on anday July 25, and it will be the RAF's turn to take the salute.

Quilt raises £320 A PATCHWORK quilt produced by drawn at the May area meeting.

a member of the Leighton Linslade branch helped raise more than £300 for Pembroke House.

The double bed quilt was the work of S/M Barbara Cookson, and besides being sponsored by the branch, it was later raffled within No 6 Area, the winning ticket being

During July several members of the Leighton Linslade branch visited Pembroke House in Kent, when the cheque for £320 was handed to Chairman Peter Bullimore.

The visitors were then given a guided tour, and joined residents for an evening quiz.

£50 PRIZE PUZZLE



The mystery ship in our July edition was HMS Palliser, which bore the pennant number F94, and was a Type 14 (Utility) frigate.

The winner was D. Bean, of Christchurch in Dorset, who wins a £50 prize.

This month's mystery ship is a corvette which was completed in the latter stages of the war at the Pickersgill yard, and whose name lives on in the cur-

Her pennant number has

been removed from this picture but can you name her?

The correct answer could

The correct answer could win you £50.

Complete the coupon and send it to Mystery Picture, Nary News, HMS Nelson, Portamouth POI 3961. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is October 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our November edition. The competition is not open to Nany News employees or their

			MYSTE	RY PICT	URE 115	
Name						
Address		••••	• • • • •			

My answ	er: .					

Royal Naval Association



Best feet forward

USING foot power to raise cash for Arbroath branch funds, S/Ms Diana (Di) Dargie and Granville (Fred) cooper have set off to walk the daunting West Highland Way - a distance of 96 miles.

Among the things that would cheer them on their way would be to know that they have the support - and sponsorship - of other RNA branches.

Those who would like to help swell the coffers should send donations to the RNA Fund Manager, c/o Royal British Legion Scotland, Helen Street, Arbroath.

Email plea

A PLEA has been issued by a branch in South Africa.

Paul .Knapp, of the Natal branch, has asked all RNA branches in particular, and Naval Associations, clubs or people to send their email addresses to him at mweb co as for inclusion in a Naval Directory.

Japanese outpost offers warm welcome to ships

SOME places open up to visitors in a matter of hours, allowing them to get a handle on it through an organised tour or a good guide book.

Tokyo is definitely not one of those places.

The Japanese capital is a sprawling metropolis with few obvious

landmarks to guide the novice The mass transit system is undoubtedly efficient, and carries just enough English signage on underground or suburban train stations to make it comprehensible to

the non-Japanese speaker.

But if one has just arrived for a brief stopover, and needs to trainerse oneself in the local culture in short order, then a friendly face to point the way is most welcome

Step forward the members of one

Association - the Japan branch.

They may number no more than a dozen or so in a land of 120 million. but what they lack in membership make up for in enthusiasm for

the Royal Navy - and beyond. As branch chairman Peter Button explained, they cannot operate as easily as UK-based branches, but they believe they uphold the best traditions of the Association.

"We do not get together often enough, but many of us still work and some of the distances involved between us are considerable' said

"We are driven by ships coming on port visits - traditionally we always take a party of junior rates on a run ashore: pick them up and take them to see the nightlife of Tokyo, dinner and so on, all expenses paid."

very much enjoyed by a group from destroyer HMS Exeter on her recent visit, is also extended to visiting Commonwealth ships as well, as the frequency of RN ship visits has fall en away. The branch - which includes a

retired admiral of the Japanese Maritime Self-Defence Force, as well as former Commonwealth and UK sailors and a couple of RAF types - also fulfils what Peter says is a vital role in Remembrance Day ceremonies and other such services where a highly-visible Royal Navy

presence is appropriate.

Another highlight of the calendar is the Trafalgar Night dinner - and that is one aspect of Royal Navy life which translates relatively easily, as Nelson is held in high regard in Japanese military circles

Members of the Japan branch are conscious of their relative isolation from the mainstream RNA, but wefcomed news of the Conference deci-sions in Portsmouth in June which will give associate members a chance to take a more central role in branch affairs, believing that will allow the borden to be spread more evenly, and

thereby reinvigorate the branch.

And young sailors who will some day call in at Tokyo on a Type 45 destroyer or a big new Royal Navy carrier could well have cause to echo that sentiment as they head off for a fascinating run ashore with the RNA



 A considerable proportion of the membership of RNA Japan branch after a meeting in the Meguro district of Tokyo – chairman

THERE has been no lack of support for the return to Liverpool of the World War II warship HMS Whimbrel, to serve as a permanent memorial of the Battle of the Atlantic and the thousands of Naval personnel and merchant seamen who died in the conflict over the years.

Supporters will be pleased to know that what may have seemed a pipe dream may become a reality, as a project recently established aims to

bring this about.
The project, headed by Capt Chris
Pile RN (rid) and an embryonic management team boasting project offi-cers with a wide range of skills from accounting to public relations, reports to a steering group.

The Group includes many individ-

uals distinguished in public life, including Vice Admiral Michael Gretton, director of the Duke of Edinburgh Award, whose father, the late Vice Admiral Sir Peter Gretton. was revered as a convoy escort com-mander during the Battle of the

The project's overall plan is in six phases, the first of which is the purchase of the Whimbrel.

The ship, completed in January 1943, was sold to the Egyptian Navy in 1949 to become ENS Tariq. She left service as an accommoda-

tion ship in Alexandria and went for disposal in 2002.

The Tariq, alias the Whimbrel, was surveyed last February and a two-part purchase and Alexandriabased refit package was agreed at a total cost of £1 million, subject to the project's ability to raise this sum in a reasonable time-frame

If this is achieved and Phases 2 to 6 of the project are successfully accomplished, HMS Whimbrel could yet be a star attraction when Liverpool becomes the European City of Culture in 2008.

Designed for convoy escort duties, HMS Whimbrel was one of 33 ships of the Black Swan class of sloops which played a vital role in the hattle of the Atlantic

Her famous sister ship was HMS Starling, commanded by the legendary Capt Johnny Walker.

With good anti-submarine and

anti-aircraft Whimbrel served in Atlantic and Russian convoys and at Normandy.

On being transferred to the Pacific Fleet her moment of glory came when she represented the Royal Navy at the ceremony in Tokyo Bay in September 1945, marking the end of the conflict.

As ENS Tariq, she went on to give her Egyptian owners nearly 50 years of operational service.

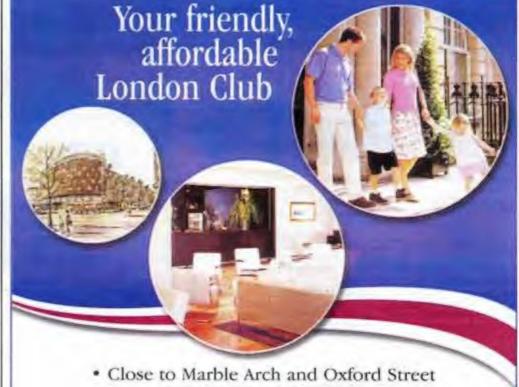
She is one of only a handful of World War II warships to have survived into the 21st century - and is probably the only one in anything like her original condition.



 South Harrow branch chairman S/M Ernie Manville presents a cheque for £200 to Mr A.R. Quinton of the Royal Albert Seafarers Society at the branch Presentation Evening. The branch also sent a cheque to the Gurkha Welfare Fund for the same amount



 This year's RNA Christmas card depicts HMS Cavalier – the last of the Greyhounds of the Sea marking her 60th anniversary. The cards cost £3.75 for a pack of ten, which includes postage. Orders should be sent to Royal Naval Association Headquarters, 82 Chelsea Manor Street, London SW3 5QJ, telephone 020 7352 6764, fax 020 7352 7385, or email richard@royalnavalassoc.com



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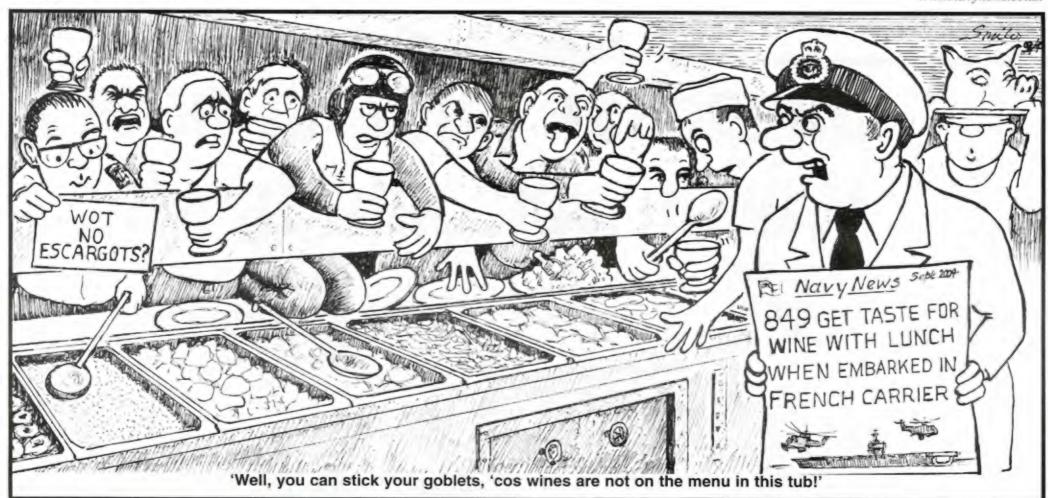
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NEWSVIEW

No chance for slow starter to find sea legs

HE swift demise of the RN-based TV drama series Making Waves underlines today's mass media moguls' increasing unwillingness to take a risk – they are only interested in short-term gains, it seems. In all honesty, the first two episodes clearly failed to hit the spot. As was observed in the survey of TV soaps that was shoved into it what should have been the

fourth part slot – ironically titled It Shouldn't Happen on a TV Soap – observed: "Soaps have larger than life characters and gripping story lines" and to begin with Making Waves was sadly deficient in both those vital departments.

The dialogue was also oddly dated - Virginia McKenna would have had no trouble with the lines given to the female lead.

By the third episode it was starting to get into its stride, though, with a more coherent plot and closer attention to characterisation. But by then it was already too late - 3.7 million viewers were viewed as too much of a niche market and the axe fell.

Long gone are the days when TV mandarins were prepared to tolerate a slow starter - as was Dad's Army which went on to become one of the most successful military-based series of all time, still much beloved by all

Instead, they prefer to appeal to the lowest common denominator in their programming, on the basis that no one ever lost money that way. Which may well be true but if so, why are more and more people turning off the telly these days? Even EastEnders has been taking a

If Making Waves failed to make much of a splash on embarkation, it should have been given the chance to find its sea legs. Meanwhile we understand that the whole series may eventually be available on DVD video.

Naughty, but nice

■ITH the closure of HMS Dryad, after ten years the establishment's popular barber Mandy Parsons has been forced to hang up her scissors there.

She still has her other salon nearby at HMS Collingwood, opened three years ago by the Princess Royal - whose husband was one of her customers.

Navy News Editor Jim Allaway was invited to get in the big black chair for Mandy's final Navy cut at Dryad "Shall I do your ears?"

"Are there hairs growing on them too now, then?"

They come out of every orifice."

"I don't do noses, though . . . Something for the weekend, sir?

It's a royal lucky dip



draws a lucky ticket in aid of King George's Fund for Sailors while visiting RNAS Yeovilton, assisted by **Executive Officer Cdr** Peter Morgan.

Princess Anne was met on arrival by Commanding Officer **Cdre Alan Bennett and** Lady Gass, the Lord Lieutenant of Somerset.

She was then given a tour that included 846 NAS, one of Yeovilton's Commando helicopter squadrons, and the Primary Care Rehabilitation Facility at the Station Medical

The Wardroom reception in aid of KGFS included a flypast and a Beat Retreat and Sunset ceremony by the Band of HM Royal Marines Commando Training Centre, for which the Princess took

Double win in lottery for new boy Kevin

AFTER only 18 months in the Navy, submariner OM Kevin Scott of HMS Vanguard is the lucky winner of £5,000 from the RN and RM Sports Lottery.

He was presented with the cheque by Scond Sea Lord Vice Admiral Sir James Burnell-Nugent during his visit to the Trident submarine at Devonport Naval Base and plans to spend the money on a new car.

It was actually Kevin's second win this year - he collect-ed £50 in March and is now keeping his fingers crossed for a hat-trick.

Whole new look for Navy publicity

THE NAVY's top media and communications photography. "My team and I are looking forward to team have moved back into the new refurbished Ministry of Defence Main Building in Whitehall.

And it has been reorganised to improve communi-

cations both within and outside the Navy.

The message is now delivered by Captain Brian Warren as Director of Defence Publicity (Navy), who replaces the former Director of Corporate Communications (Navy) and is part of a new sub Directorate of the overall Directorate General Media and Communication.

and Communication.

Director Defence Publicity (DDefPub) Air Commodore Mike Lloyd has the job of enhancing and maintaining the reputation and image of the single services, while building a broader picture that better reflects the modern joint approach to issues by the MOD and the Armed Forces. This covers all nonnews activities including major TV documentaries and dramas, websites, branding issues, merchandising and

challen e but are currently getting to grips with the Main Building open plan working practices, IT and not least their new responsibilities," Capt Warren told Navy News. Meanwhile the Directorate of News press office has been strengthened with more senior military officers and includes deployable media operations teams. Longer term plans and strategy are now handled by the Directorate Communication Plans and Management.

The final part of the new organisation is the Director Community and Internal Communications, whose responsibilities include schools presentation

teams and defence exhibitions.

Contact Capt Warren on 0207 21 87903. The Navy Press Office contact is Cdr Richard Buckland (83258). Advice on marketing, copyright and trademarking from Lt Cdr Steve Boynton (83921). Taking the Naval lead on media contracts, exhibitions and museums is Lt Cdr Jon Green (87508).



Newcastle bows out with grace

VETERAN destroyer HMS Newcastle is enjoying a high-profile sunset of her distinguished Naval career.

Freshly back from a seven-month tour of duty in the Mediterranean where she look part in the global war on terror. Newcastle makes the short hop along the Solent this month to Southampton Boat Show, one of Britain's most prestigious maritime events.

The Geordie Gunboat was one of three Type 42 destroyers earmarked for pensioning off under the 2004 Defence Review; HMS Glasgow and Cardiff will also be decommissioned.

decommissioned.

Despite being in her twilight days, Newcastle was worked extremely hard during her final tour of duty. She joined fellow NATO warships in monitoring the movement of merchant vessels.

Sailors investigated 731 ships during the deployment, but only felt the need to board two for closer inspection. Nothing suspicious was found.

Apart from keeping terrorists in check, the Geordie Gunboat found time to visit the Black Sea to work with the navies of Bulgaria, Ukraine and Romania, and drop in on the Russian port of Novorossiysk in the Kuhan. The Russians were delighted with the RN visit, so much so that the sailors found themselves on national TV.

The decision to pay off the ship - she decommissions in her home port of Portsmouth in the New Year - came during the dying days of her deployment.

Commanding Officer Cdr Jeremy Blunden said the announcement was not unexpected and understandable given the RN's need to focus on new technology, but nevertheless sad for her 260-strong

ship's company.

"It is sad since Newcastle is a fine ship with a fine ship's compa-

ny. We have to face the fact that she is getting old and no longer offers all of the capabilities that the Royal Navy needs in the 21st Century," he added.

"I suspect HMS Newcastle's final deployment will go down in history as one of her best. We have visited 20 different ports in ten countries all over the Mediterranean and Black Sea and enjoyed an excellent balance of work and play."

Beyond hosting various dignitaries and media events while in Southampton, the ship will be open to visitors throughout the boat show - September 10-19 - and be dressed overall for the duration.

Once the show ends, Newcastle will make a bee-line for her namesake city to pay an emotional final

A visit to Newcastle is always popular with sailors; the city is regarded as the second-best run ashore in the world behind New York.



Ousing with confidence: HMS York's STD Thomas makes the most of a visit by the ship's company to RAF Linton-on-Ouse and Leeming, affiliated to the Type 42 destroyer, in the back seat of a Hawk trainer over the east coast. The sailors took to the skies first in a Tucano single-prop trainer at Linton - STD Thomas took his aircraft under the Humber Bridge (but only on the simulator!) while OM Gabriatis got airborne for real. At Leeming, STD Thomas and Lt Robbie Way received medicals and safety briefs before clambering into Hawks for highly-acrobatic flights, pulling up to 4G at times. The RAF ground crew were most disappointed the sailors didn't fill their sick bags. Beyond being a 'boys with toys' experience, the flying has given the air defence ship's crew a greater understanding of the art of flying and the complexities involved therein.

Jetski Sunday, Monday, Tuesday...

A VOLUNTEER patrol improving safety in Portsmouth Harbour and its environs is widening its scope to assist jetski users.

The Volunteer Harbour Patrol was set up last spring by Queen's Harbour Master Cdr Iom Herman, offering assistance, safety tips and guidance to the thousands of mariners who use Portsmouth's waters.

Jetskis – officially 'personal wa-

ter craft' - are particular popular in waters off Lee-on-the-Solent The VHP will acquire a jetski in

time for next summer season, supported by a team of up to 20 people.

The jetski patrol's task will be to

distribute leaflets explaining rules and regulations on the craft's use as well as helping users who get into difficulty. Volunteers must have the Royal

Volunteers must have the Royal Yachting Association PWC proficiency qualification. Applicants should write to: Mrs S Jolliffe, Room 402, Semaphore Tower, Portsmouth Naval Base, PO1 3LT.

Strike up the band

THE Royal Marines Band will perform a series of concerts through the autumn and winter at St Mary's Church in Fratton, Portsmouth.

The concerts begin on September 16, followed by October 14, November 18, December 16, January 13, March 3 and March 17, each beginning at 7.30pm (doors 6.45pm).

Tickets are £6 (£5 concessions or £3 for children) with season tickets ranging from £12-£18. Details on 023 9272 6182

The epitome of a green beret

STALWART Royal Marine Maj Mike Wills has been laid to rest with full Corps honours.

The 44-year-old officer, who joined the Royal Marines in 1978, was killed when the Cessna 206 aircraft he was travelling in crashed near Dunkeswell airfield.

Maj Wills, an experienced parachutist, had been due to take part in an off-duty tandem jump when the light aircraft came down.

The officer most recently served at CTC RM in Lympstone, where he was responsible for co-ordinating training policy for recruits.

Around 300 colleagues and friends attended his funeral service at the CTC's church, St Alban the Martyr, before Maj Wills' body was interred at Lympstone village cemetery.

"Maj Wills was the cpitome of a Royal Marines officer," said Lympstone's Commandant Brig Garry Robison.

"He was thoroughly professional, strong in body and mind and displayed integrity and humour in all he did. He will be sorely missed."



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Dirough a competitive process the Ministry of Debence chose Aun Risk Services to appoint a provider of Personal Accident and Optional Life Insurance to members of HM Anned Forces and their families. Ann Risk Services selected Alf, Europe (LIK) Clinited to provide this insurance.

(Above) Commanding Officer Cdr Andy Coles relaxes on the casing of HMS Turbulent in

· (Right) Sunset in the South

Round the world: the small print...

HMS TURBULENT was the second of the Trafalgar-class boats built at Barrow-in-Furness, and was launched in December 1982.

As a nuclear-powered attack submarine, she is designed to move swiftly and silently underwater for weeks on end, her only limitation being the needs of

her crew. She displaces more than 5,200 tons when dived. Her trip to Australia and back took her 33,500 nautical miles.

The submarine was away for 182 days - of which 147 were actually at sea.

Turbulent operated with a crew of around 120, taken from a pool of 180 with major personnel changes taking place at Bahrain, Singapore, Fremantle in Australia and Simons Town

in South Africa.
Ten of the crew stayed with Turbulent for the entire trip, including her Commanding Officer Cdr Andy Coles.

Turbulent is thought to have been the first submarine in recent times to have taken a Fathers and Sons party for several days on board during a deployment.

The most easterly point of the deployment came when submarine was alongside Fremantle, near Perth, which also marked the furthest point from home.

The subsequent crossing of the Southern Indian Ocean also marked the southernmost limit of the deployment, at 45 degrees 10 minutes south.

Pictures by Cdr Andy Coles and members of the crew of HMS Turbulent

ORTUNATELY for everybody concerned, the only aspect of one British attack submarine's global deployment which was turbulent was the name of the boat concerned.

In all other respects the trip to Australia and back was pretty much a text-book example of flag-flying and defence diplomacy, with operational tasks thrown in for good mea-

When HMS Turbulent's Commanding Officer, Cdr Andy Coles, took his boat out of Devonport in January, it reinforced the pace at which the Navy's attack submarine fleet operates.

Turbulent had been at sea for ten

months of the previous year, including operations off Iraq, and Christmas was a busy period as the boat prepared for a

major deployment.

Part of January was spent proving to Flag Officer Sea Training (FOST) that the boat was in good shape; one task was to sneak up on a task group exercising off Cornwall without revealing

the boat's presence.

A planned transfer of personnel off Plymouth was affected by gales, which also resulted in damage to Turbulent's mooring bollards, so the boat headed south, where the bollards were repaired in calm waters in Gibraltar Bay by the marine engineers, and the transfer of personnel could be completed. Warm-weather trials ended with a

visit to Toulon, when families flew out to see their loved ones, and some of the crew headed along the coast to Marseille, Nice, Monaco and St Tropez, soaking up the atmosphere of the Core d'Azur.

For others it was business as usual, with maintenance and repairs to be carried out before heading east of Suez.

The approach to the canal was more like the Bay of Biscay than the Med, with driving wind and rough seas, but Turbulent queue-jumped a convoy of 14 large merchantmen waiting for better weather and she sailed through the

ter weather and she sailed through the canal with destroyer HMS Newcastle providing protection.

With the warmer waters of the Red Sea came higher temperatures on board, and the chance to get up top and enjoy some fresh air was always welcomed – caim seas made that possible on a regular basis.

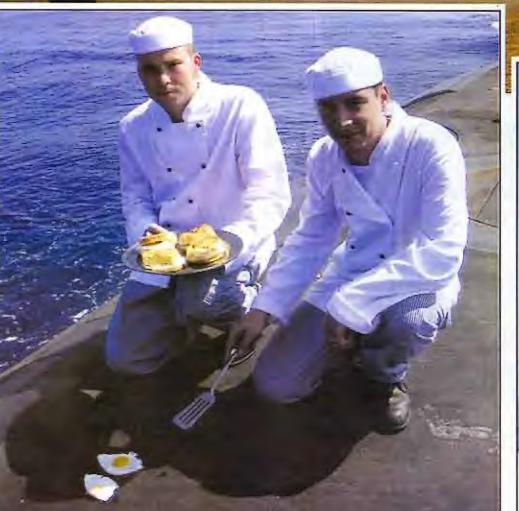
Into the Gulf, the boat's sports teams had a run out in Bahrain, losing at rugby (29-7) and football (4-3), despite

fervent support.
At Bahrain Cdr Coles was also able to award the prized Dolphins badges to seven recently-qualified crew mem-bers, who received them in the traditional way - catching them in their teeth from the bottom of a tot of rum,

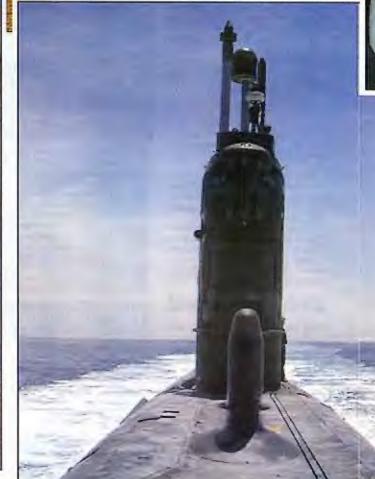
An operational task ended with a visit to Singapore, which marked the half-way point of the deployment – and another chance for families to meet up with the submariners.

Back at sea, a horse-race night (played with counters, large dice and a course marked out on the deck) gave the more creative sailors a chance to show what they

 (Right) 'Grandad' Rogers, who joined off Gibraltar with the Fathers and Sons party, drives the boat towards Devonport



 (Right) CH Kevin Dower and LCH 'General' Patton cook eggs on the casing of HMS Turbulent as the sun beats down in the Far East



OM(SSM)† Lewis

could do, and a strong field of 'horses' was the result, each produced by a dif-

But there was a clear winner - PO Edwards profuced a pony several hands high, nade over many weeks from redundan metal canisters, papier maché, and cooured with gravy.

Crossing the equator, more fine weather allowed Cdr Coles to stop the boat, and moe than 20 of the crew swam across the line - a welcome break after six weeks submerged.

Once into the southern hemisphere, more than 30 of the crew who had never crossed he line paid their dues at the court of King Neptune, which mostly involved being plastered in messy substances, washed off as the 'offenders' were thrown into the sea.

The passage south also gave the crew a chance to vote for the Man of the Boat, the person they felt had added most to the morale and operational efficiency of the submarine. The winner for this year was RS Dave Waldock.

Fremantle in Australia was the next port of call - the first by a British submarine since 1997.

The reception from locals was out-standing, with a busy round of formal and social events, sports fixtures keeping the crew basy, and one day was set aside for UK defence contractors to showcase their equipment.
Shortly before arriving

Fremantle, a 36-hour head-to-head exercise was held with Australian Collins-class submarine HMAS Dechaineux, which resulted in a lively but good-natured wash-up afterwards.

Sister submarine HMAS Sheean acted as host vessel for the Turbulent while she was alongside in Fremantle, near Perth - and although the midwinter weather was poor, with strong winds and heavy rain most days, the Brits managed to range far and wide during the ten days.

The boat sailed again in mid-June, stuffed full of didgeridoos and boomerangs, and went straight into a mammoth, 13-day transit of the southem Indian Ocean.

The poor weather dogged Turbulent for part of the crossing, and it was a sobering time for all on board as they went for days without any contacts at

"The Southern Indian Ocean is a very empty ocean," said Cdr Coles. "Not much shipping goes across it, it tends to stick closer to the coasts. "We really were moving quite fast

across it, but every day we would look at the plot and see there was still a huge distance to cover – it makes you realise just how big the world is." Simons Town gave the crew another chance to unwind, staying in hotels and

making the most of tourist attractions.

Some helped finish off four new houses in a township – part of the 'Habitat for Humanity' programme and a good counterbalance to the opulence of the area in which the crew's hotels were situated.

A Services Entertainment show was put on for Turbulent, including singers, dancers and comedians.

Great White shark diving proved tempting for some, while others went skydiving or on safari, but the wildlife was even closer to hand for those who stayed near the submarine, which was berthed near a colony of jackass pen-

The recrossing of the Equator (with another 17 first-timers on board) was

done deep underwater on the passage north, and the stop at Gibraltar on this occasion gave the submarine a chance to drop off an advance party and pick up almost a dozen fathers and sons - an unusual event for an RN boat.

"We had briefings and exer-cises, including simulated attacks, a firefighting demonstration to show them, and they all had a chance to steer the submarine by taking the helm, said Cdr Coles.

"They ranged in age from a teenager to 'Grandad' Rogers, who was 76, the grandfather of one of our OMs. Everyone on board just called him Grandad.

"He was not Navy - it was his first time on a submarine -but he joined in just about everything, and when he left in Devonport he said to me he would be reporting back for duty on Monday."









(Above) Members of the crew swim across the Equator

- (Left) HMS Turbulent powers through the South China Sea
- (Rright) POMEA Peter Scott emerges from the Idepths of HMS Turbulent's hull

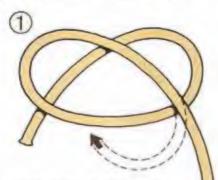


(Above) Typical of the conditions on board a modern attack submarine – the control room of

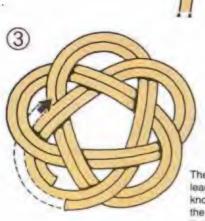


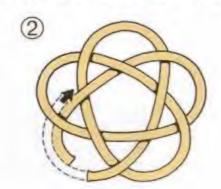
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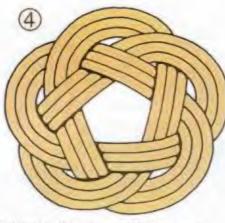
Tying a Turk's Head (flat form)



To tie the knot in its flat form, work on a flat surface and take out the slack while threading through the second lead to keep the knot tight and compact.







The first lead can be followed around by the second lead as many firmes as required to create the finished knot. Always keep the second lead on the same side as the first lead (the lead that created the pattern) and tuck the ends in neatly to hide them.

- From The RYA Book of Knots by Peter Owen (Adlard Coles Nautical £7.99)

The riddle of the shells in World War I

A TTHE start of World War I Beatty's cruisers scored a success at the Heligoland Bight, sinking three light cruisers and a destroyer.

But the encounter pointed up a lesson of fateful consequence to the future. The Germans noticed but were careful to conceal – that British shells were of such poor quality that many broke up on impact, so that instead of penetrating and causing maximum damage they often inflicted merely superficial wounds.

At the Falkland Islands a few months later Sturdee's battle cruisers caught up with the German Far Enstern Squadron under von Spee. Not only were the slower German armoured cruisers at a disadvantage in terms of firepower, but having destroyed Cradock's weaker force a few weeks earlier at Coronel, they were also short of ammunition.

Outgunned, outranged and after an hour or two hardly able to defend themselves, they were nevertheless under orders not to strike their colours.

The battle cruisers Invincible and Inflexible therefore stood off, keeping up a prolonged bombardment until four out of the five ships went to the bottom.

But amid the general rejoicing back home, questions were raised about the effectiveness of the RN ships' 12in shells. The battle cruisers had expend-

The battle cruisers had expended three-quarters of their ammunition – yet the Scharnhorst had to be battered for three hours before going down and the Gneisenau, despite being hit by at least 50 shells, was not sunk by gunfire, but scuttled by what remained of her gallant crew.

Captured German officers stated that the British fuses appeared not to be sensitive enough, so that 12in shells seemed to go right through the ship without exploding in most cases.

According to the official German history, "the explosive effect (of the British projectiles) was less than one would expect of 12in shells" and such damage as was done was cumulative due to the sheer number of hits.

It was also observed that quite a

number of the hyddite shells did not detonate, but burst with a green or yellow smoke. In January 1915 the first major clash between modern battle cruisers took place at Dogger Bank, early hits being scored at 17,000 yards. At last the Navy's 13.5in guns

At last the Navy's 13.5in guns were seen in action and according to Churchill their "immense power... (was) clearly decisive on the minds of the enemy".

But here again the outcome was disappointing. At long range the efficiency of their Zeiss rangefinders enabled the Germans to score more hits than the British, and Beatty's flagship HMS Lion was heavily damaged.

heavily damaged.

Only one German ship, the relatively thinly protected cruiser Blucher, was sunk. Apart from one shell which knocked out two of the turrets of the Seidlitz and started a major fire, the British guns seemed unable to inflict serious injury on their opponents.

ven at point blank range the disabled Blucher, after being struck by some 60 heavy shells, had finally to be sank by torpedoes.

"There seemed no doubt," recalled Beatty's flag-captain Ernle Chatfield, "that our gunners had not succeeded in hitting the enemy sufficiently, or if they had, then why had they not been put out of action? Were our projectiles the cause? But all the experts had faith in them."

It was misplaced – as Inin McCallum explains in the 2004 issue of the popular Warship album (Conway £30). Still the Navy continued to believe that in a ship-to-ship action its shells were more than a match for those of the Germans.

After the debacle of the Dardanelles, not until the early summer of 1916 was the performance of its heavy shell again called in question, and the need for remedial action forced on the attention of the Admiralty.

Anatomy series makes a comeback

REPUBLISHED by Conway at £25 are two items from, the highly acclaimed Anatomy of the Ship serties - The Flower Class Corvette Agassiz (below) and The Heavy Cruiser Takao.

The series provides some of the finest documentation of individual ships ever published with a complete set of superbly executed line drawings with fully descriptive keys—literally down to the nuts and bolts.

HMCS Agassiz was extensively employed on Atlantic convoy duties. Her most exciting passage was with ON 115 in July 1942 as part of Canadian part of Canadian Escort Group C3. This complicated convoy battle, during U588 was sunk after a skilful and persistent attack by **HMCS** and Skeena **HMCS** Westaskiwin, saw Agassiz open fire on a surfaced U-boat and pick up survivors from the torpedoed Royal Mail steamer Lochkatrine.

Later she took the crippled tanker GS Waldron in tow, an action for which her crew were subsequently paid salvage money.

Takao was attacked by Royal Navy X-craft midget submarines at Singapore. They blew a hole 7m long and 3m wide in her hull bottom.

Takao surrendered to British forces at Seletar base on September 21. She was later scuttled in the Malacca Strait off Port Swettenham – the end of the last of the 'A'-class Japanese cruisers.

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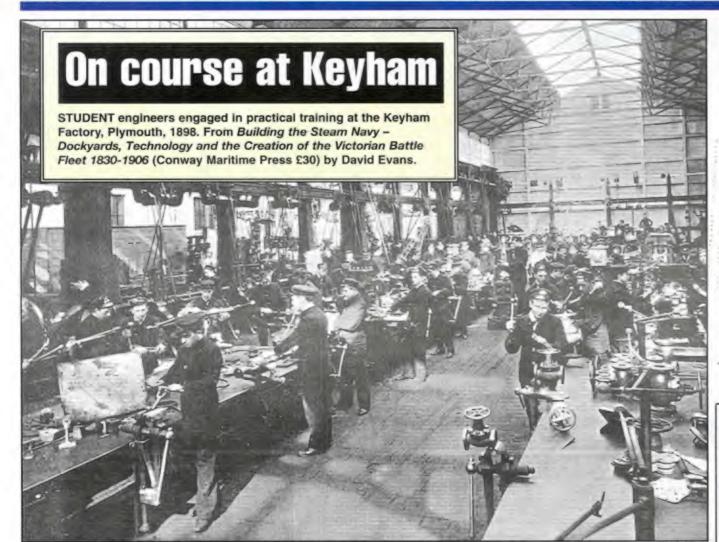
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in the Thames initially classed as

despatch vessels.
Twenty further vessels, to two
designs rated as First Class (the six Intrepid Class) and Second Class (14 Vigilant) were ordered in 1855.

The book lists all the ships of the Royal Navy from 1815-89 -built, purchased or captured - and is the first study of its kind to concentrate on this period of transi-tion from sail to steam propulsion. As well as all the major and

minor warships, it also includes Coastguard vessels, auxiliaries and yard or harbour craft.

Author David Lyon's earlier The Sailing Navy List is one of the great works of naval reference. This volume represents the culmination of his research and covers the period from the end of the Napoleonic wars up to the Naval Defence Act of 1889 and the appearance the Dreadnought.

The design histories of many ships of that time are convoluted, misunderstood and often wrongly described in existing books, so this work is a major breakthrough.

The enormous task of completing and collating Lyon's research was carried out by Rif Winfield. His input has ensured that the material is accurate and exhaustive and the completed work another milestone of maritime reference.

• The cover illustration is a detail from The Bombardment of Sveaborg, 9 August 1855 by John Wilson Carmichael. This action of the Crimean War was fought in the Baltic, with the combined British and French fleets led by Rear Admirals the Hon Richard Dundas and Charles Penaud.

ROYAL FRIEND: Capt Sir Bryan Godfrey-Faussett

Royal servant, family friend WHILST serving as a Cadet in the training ship HMS Britannia Bryan Godfrey-Faussett befriended a more junior cadet who was destined to become King George

> As their careers in the Navy developed, Bryan continued to meet his friend Prince George. They discussed much together and as the young Prince grew into monarchy - a role thrust upon him by the death of his elder brother the Duke of Clarence – so the two men became closer in a bond of duty and friendship that would endure for nearly 60 years.

Captain Sir Bryan Godfrey-Faussett's story is told - thanks to his detailed diaries that are themselves an invaluable social docu-ment - by his son George in Royal Servant, Family Friend (Bernard Durnford Publishing £25).

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Deaths

Mne D R Dicks 42 Cdo RM. July 20 OM (W)2 Jamie Alexander Graham. HMS Mantrose August 3 OM (CSM) 1 David Wood, HMS Superb

Cdr. Rogerson. HMS Movecambe Bay Association. Guennery Officer HMS Manacambe Bay, Karsan War 1952-54.

Manacambe Bay, Karsan War 1952-54.

Manacambe Bay, Karsan War 1952-54.

Manaber 14th Carner Air Group and FAA Chiners Associations. July 20.

Lt Cdr Alam David Randall. Served 1957-1991. Service included HMS Fiegard (artificer). HMS Caledonia. HMS Temby: HMS Proceedings HMS Proc

aped 8f.

CPO Peter Gallagher, Servad on various ships. March 19, aged 43.

CPOShipwright Peter D Taverner, Joined May 1949, artificer apprenticeship. Ships included HMS Superb. HMS Elimmingham and FNAS Lossiemouth, July 25, aged 71.

AB John Williams, HMS Tartar, Member of the Tribal Crass Association. Veteran of Fluasian conveys, Atlantic and D-Clay evasion.

D Southerton, HMS Morecambe Bay

Association.

S/M W.L. (Bill) Armstrong. One of the sur-vivurs when HMS Cossack was torpedoed in when HMS Cossack was topedoed in October 1941. Later served in the Jackdaw and the Vestal: February 2. AS Stan Edgell. Served Cossack 1949-51, Bellast 1951-52. March 29. A/LAM (0) Jim Smith. Served 1943-1946. Ships included Gosling, Daedalus, Kestnel. Victory July 2. aged 82.

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Edward (Wiggy) Hearn. Shipmins HMS Comus December 1951-February 1954 July

Comus December 1951-4 extrany faces. Servist 1939-48. Asped 73
Tel Richard Burtram Jones. Servist 1939-45. Service included Mechany Queen. HSS Europa (Sparrow's Nest). Cape Spartel. Europatus. July 13. aged 96. Stoker PO Fred Russell. HMS Morecambe Bay Association. 1941-77. Shipwright/Artificer P.A. Lucy (Peter). Service 1948-1982. Service included Faspard. Calendoria. Perseus. Kenya. Bellerophob. July 17. aged 72.
Aircraft Handler Arthur Lodge. Served 1948-Khedive 1943-45 and other ships. Aged 30.

idio Mech Harold Longstaff, Served varcus ships including HMS Khedive. Cook Ken (Yosser) Hughes. HMS Diano Association. Served Zamhezi, Eagle, Cares,

Association, Served Zamiliczt, Englin, Ceres, HM Submarines.

Sig Brian Littler, Served 1864-1961. Ships include Barresa, Hound, Rafflesmake, HMY Britannia and HMS Tarnar intshore nitrosweeping squad August 1, aged 65.

APOME Hoger Self. HMS Belltast Association, Served on ship 1961/82, July 24.
Ldg/Seaman Alan Durliop, HMS Belltast Association. Served on ship 1950-53. July 21.

ROYAL NAVAL ASSOCIATION

William J. Cain. Runcom branch. Member of Submatness Association. Served in Royal Arthur. Carbot. Delphin. Mailstone. Forth, Medway 2 and submatines. Torbay, Ambrose, Sociaman and Cyclops Aged 82. Bert Channon, Bridgwaler branch, also No Arce. Area. Life President and former Ceremonial Adviser. Joined Ganges in 1938, became a "Button Buy", served many ships. Aged 81.

Ceremonial Adviser, Joined Genges in 1938, became a Builton Boy', served many ships Aged 81. Tony Razey, Meuritier is Vesper Association Sarvad 1943-45 in HMS Vesper Association Sarvad 1943-45 in HMS Vesper Norman Kellk, Number 11 Arias Standard Bearet, Agril 25, aged 71. Raymond Frankland, Chairman of North West Fotoration of Neval Associations and Chairman of Burnley & Pendle Ex-Naval Association, Member of Billington & Whalley branch, June 17, aged 73. Ossie Lang, Cemebran branch, PO Chell Served 12 years, including WWII Ships include Globolester — survey, Marmone Wrangler, Black Prince, Newcastla, Warmer July 1, aged 85. David Donald, Ustradge branch. Warmer July 1, aged 85. David Donald, Ustradge branch. Warmer July 1, aged 85. David Donald, Ustradge branch. Warmer MS Belkon, Arcic convoys. Hugh G. "Hughie" Clark Kingston upon Thames branch. Former traumber of the decommissioned Baznes, Mortlake & Rachmond Branch. Ex AB Served 1942 to 1946. Ships included Collegewood, Victory, Excellent and Queen Elizabeth, July 18, aged 89.

Subscription means you will be:

Jack Dunn, Lies & District branch, Served in 1945 Formidable 1945, July 28, aged 81. Norman Murphy, Chatharn branch and HAS Kenya Association, August 6. Les Willett, Greenford branch, PG Stoker, Served 1937-47. Was serving on HMS Sheffield during the Bismark chase, also served in HMS Ajax, July 11, aged 84. George (Chalky) White, Leicelster branch, CRA RM, Served during WWII. Aged 83.

ASSOCIATION OF RN OFFICERS

Cdr E Bruce. Served. Odint. Sturgeon. Beverley. St George, Glasgow. President

Ger E Bruce. Served. Chin. Sturgeon. Beverley. St. George. Glasgow. President. Bustrous and Rocascit. Lt. Cdr A n C Bruce RNR. Third Officer J M Caudrey WRNS, Served: Excellent. Druke and Golden Hmg. Lt. C. J Dawy. Served: Illustrous, Siskin. Senderling, Ariel, Sulfan and Warter. Lt. K. W. Esswood. RNVR. Served Arctic Evolence and Countries.

Lif K W Esswood First.

Explorer and Guardensen.

Lt D A H Lloyd. Served: Hermes, Bellian,
Eurysilus, File. Londonderny and Majdatama.
Lt A J McKeon. Served: Wave, Locintraws.
Gonsus, St Vincent and Adamant.
Lt Cdr D A Woods, Served: Wild Goose.
Onstaught, Goldonest, Vernon, Sea Eagle,
Preternet Wakefield, Grenwille and Wakeful.

SUBMARINERS ASSOCIATION

J. (John) Addie. AB ST New Zealand Branch. Service 1942-46 Served in: 1433 Templar U1004. A.B. (Jock) Hamilton, AB ST North Stafford Branch. Service 1941-47 Served in: Turie. Thratimer, Trancliant, Trusty Aged 83. D.H.(Dave) Addy. CERA Service 1954-61. Served in: Springer, Upstart, Auriga, Selene. Tapir. Aged 72.

Service 1942-46 Served in

Sports lottery

July 17: £5,000 — CPOMEA N Green, MMS Coulport: £1,500 — OM J Fallon, HMS Lancaster, £500 — CPOWEA G Powell — Northwood July 24: £5,000 — POSTD M Bemford, HMS Seafawk £1,500 — AEM D Hughes, HMS Heron; £500 WO P Evans, RM SchMus

SchMas
July 31; 25,000 — Lt N West, Fisset HC:
£1,500 — OM A Davidson, HMS
Verigeance: \$500 — LWEA E Powell, HMS
Collispwood
August 7: £5,000 — Lt Cdr E Trott, PMS
Nelson; £1,500 — LWTR N Cerrone, HMS
Somerset; £500 — Lt Cdr P Marshell, HMS
Soliton

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and thereafter would be subject to a £5.00 Admin charge.

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Appointments

Cdr W J Warrender CO HMS Argyll

December 10.
Cdre C J Parry to be promoted Rear Admiral and to be Director General Joint Doctrine and Concepts on January 25 2005.
Cdr M C Cree as SO1 PPX Fleet HO Ports (HMS Excellent) November 30 Cdr R C Vitati as CO HMS Southampton January 24 2005.
Lt C J Wyness to be CO Explorer (Calliope) March 1 2006.
Rear Admiral R A I McLean to be promoted. Vice Admiral and to be

Hear Admiral H A I McLean to be promoted Vice Admiral and to be beputy Chief of Detence Staff (Health) on September 16. Cdre T J H Laurence promoted Rear Admiral and appointed Assistant Chief of Defence Staff (Resources and Plans) July 5.

Plans) July 5. Cdr B D Thompson CO FDG

January 4 2005.

Li A D Cowie UKSC SYS Fleet HQ
Nwd (JSU Northwood) November 9
Cdre P J Wilkinson Promoted Rear
Admiral and appointed Naval
Secretary and Director General
Human Resources (Navy) Human Resources (Nevy) Lt Cdr H Duffy CO HMS Dumbarton

Castle October 19
Cdr S R Malcolm CO HMS Scott

Swap drafts

PO Brookes: HMS Monmouth PQ0112 (RS/PO(C)) drafted for 27/09/04. Will swap for a Portsmouth-based Type 23 (PO(C) billet) pref non-deploying. Contact PO Brookes (Cwood POCQ20)/07812 460181

Ratings seeking to swap drafts must meet the requirements of BR14, article 0506. In particular, they should be on or due the same kind of service – sea or shore; have time to serve in their current draft; be the same rate; and be of similar experience. All applications must be made on a Form C240. Forms for ratings within a Squad should be sent to their Waterfront Manning Office; forms for all others should be sent to NDD, Centurion Building.

• Flies around the honey pot... Two Sea King Mk 4s fly past the new heart of the Fleet, the Leach Building on Whale Island in Portsmouth, as the staff of the Aviation Division of the Fleet Air Arm arrive at their new base in style. The division moved from Yeovilton into The Parade in Portsmouth Naval Base in 2002 and have now fully integrated with Fleet on the island with this final move



Montrose helps give Navy Days a more dynamic edge

August 28-30 for Plymouth Navy Days.

Organisers expect 60,000 people to attend the biggest pub-

lic event in the Navy's calendar this year.

Type 23 frigate HMS Montrose will have a starring role in the exciting amphibious operations display at the heart of the event, featuring hundreds of Royal Marines, in addition to

Montrose's CO, Cdr Andrew Webb said: "So much of our work is done out of the public gaze so this is a valuable oppor-tunity for us to give the public an insight into the role of the Royal Navy and to meet the ship's company.

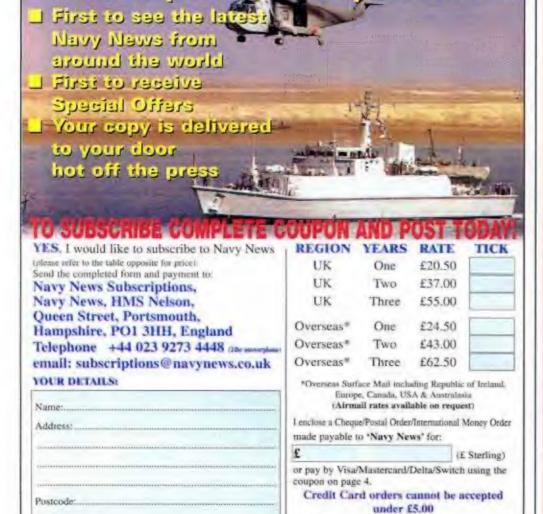
"Traditionally Navy Days has featured warships tied along-side for the public to come on board for tours and to meet the ship's company. The display should be exciting and fun."

Organisers promise a smooth-running transport network across Plymouth allowing visitors easy access to Navy Days however they travel. Plymouth councillor Sue Dann said: "The forethought and planning which has been put into the travel arrangements for Navy Days is exceptional and is a model for other major event organisers."

Other highlights for Navy Days include a commemoration of

the sixtieth anniversary of D-Day, a rare public appearance of the Navy's rescue submarine LR5, the opening of the South Yard with its unique museum and historic buildings and the opportunity to visit warships of the British and foreign navies.

Submissions for next month's Noticeboard must be received before Sept 15



THE TIME OF YOUR LIVES NAVY NEWS looks back through its pages to recall some of the September headlines of past decades...

Naval aircraft and ships.



With due ceremony, attended by Commander-in-Chief Naval Home Command, Admiral Sir David Empson, HMS Victory Barracks are re-named. (Modernisation is currently taking place).

40 years ago

FlYING her paying-off pennant, HMS Ausonia, the oldest ship in the Royal Navy (apart, of course, from Victory), left Malta for the last time.

She had given six years' service to the Mediterranean Fleet, for the last two years of which she had worn the flag of the Flag Officer Flotillas

(Mediterranean). While in Malta,"The Big A" repaired hundreds of ships: her departure marked the end of the 5th Submarine Division there.

30 years ago

THE ANOMALY of having two establishments by the name of HMS Victory in Portsmouth - the Royal Naval Barracks and Nelson's flagship - came to an end when the barracks were re-named as HMS Nelson.

Many attending the ceremony expressed surprise at how much the barracks had changed, most of the old red-brick buildings having been replaced by concrete and glass blocks.

Returned to pride of place was the previous HMS Nelson's bell

20 years ago

A 6,000-FOOT climb in Arctic Norway by members of HMS Glamorgan's company made the destroyer the winner of the Fleet's Bulawayo Trophy for

adventurous training.

Main aim of their two-day expedition to the Lyngen Alps was to climb Jekkevarre - at 6,052 feet the highest mountain in the region.

This was exceeded when ten men(only three of whom had been on a glacier before) made a traverse of all three summits.



A wreath dropped from Type 42 destroyer HMS Exeter in the Java Sea commemorates those who died in an action with the Japanese in 1942 which resulted in the sinking of the cruiser HMS

Veteran Rover keeps pace with destroyer

GREY was the predominant colour as the veteran Royal Fleet Auxiliary tanker Grey Rover made her way from China to Japan in company with destroyer HMS Exeter on her mammoth deploy-

We had fog all the way along the coast of China, and there were lots of fishing boats to look out for, because the fog went

Third Officer (X) Craig Pearson. The Small Fleet Tanker, which

entered service in 1970, has been in company with Exeter for most of the trip since they left UK waters in March, although the need for some urgent engineering work meant her departure from the Sembawang shipyard in Singapore was delayed and she later caught up with the Type 42.

The deployment has kept both the ship and her crew up to the mark, with a heavy schedule of work balanced by the chance to see places and sights few Britons will experience though it was a long haul at the start.

"We left Southampton in March and didn't stop until we reached Cheunai [formerly Madras] in

India," said Craig Then it was on to Singapore in preparation for a major air defence

But since then other visits have been made to Bangkok, Ho Chi Minh City, Hong Kong, Shangha Qingdao, Inchon and Vladivostock Shanghai, the latter being a strong contender for best run asbore so far.

While in China a group of 17 sailors took a tour to Beijing and the Great Wall.

The work element is not simply supplying Exeter with fuel and stores the auxiliary is also doing her bit for British Defence Diplomacy ashore and at sea

"We are probably doing replenishments at sea (RASes) a couple of times a week," said Craig

"We also did tri-nation exercises out of Vladivostock, with the US and Russia, and did a dry hook-up with a Singapore ship, the RSS Victory."

Low-level but politically significant manneuvres have also been car ried out with navies such as that of China (Officer of the Watch manoeuvres) and Russia (boarding exercises, where Grey Rover acted as n rogue vessel).
"We have had quite a few

exchange visits with other navies," said Craig, who added that their visits to China and Russia sparked significant media interest.

Grey Rover is no spring chicken.
At 34 years old, she suffers the odd aches and pains of old age - such as the temporary loss of air-conditioning in the Far East

But the fact that Navy planners trusted her to shoulder the burden of a strenuous deployment speaks volumes for the ship, which with younger sisters Gold Rover and Black Rover still performs sterling service for the Admiralty.

"She's doing pretty well, consider-

ing," said Craig Members of the crew have been joining and leaving the ship throughout the deployment, with a major change in Yokosuka in Japan, where the 11.500-ton tanker was berthed close to the 84,000-ton American aircraft carrier USS Kitty Hawk. Around one-third of the crew were

replaced at the US Navy base - some

17 or 18 people heading back home. One man who joined mid-deployent was Commanding Officer, Capt George Jarvis RFA, and he is keen to point out that Grey Rover is not play-

ing second fiddle to Exeter.

all the calls which Exeter has made said Capt Jarvis.

We have had a good relationship Both Exeter's Commanding Officer and I joined at about the same time in Hong Kong in June, so both of us are new to our ships

Capt Jurvis said the ship's genera-tors had been feeling the strain in recent weeks: "I think they just need a period of tender loving care for about a month - we are hoping to get some of that in Singapore," he said.

In the meantime an engineer from the manufacturers has been on board to ensure the machinery runs smoothly.

"But apart from that and one or two other problems she seems to have stood up to the deployment rea-sonably well so far," said Capt Jarvis.

"Every port we have been to we have sailed with an escort ship, and when we get outside pilotage waters we have done exercises with the host may, including helicopter landings. "With the Chinese we did OOW

manoeuvres and Man Overboard exercises - a is very important to work with the different navies to establish closer links.

I think that is one of the main

goals of this deployment."

Grey Rover is due back in the UK at the end of November, turning up on the River Dart to support the first official RFA Officers course at Britannia Royal Naval College.

But there will be little respite - she will have a fortnight supporting Flag Officer Sea Training, then in the New Year will be deploying to the South Atlantic as Atlantic Patrol Tanker

Exeter pays tribute to victims of Java Sea

HMS EXETER has been paying tribute to the sailors of her pre-decessor, killed when their cruiser was sunk by a Japanese force in the Java

The fourth HMS Exeter was damaged in a melee with the enemy on February 27, 1942.

She detached from the Australian, British, Dutch and American force, which had set out to intercept the Japanese invasion force heading for Borneo, and repairs were made at Surubaya.

On March accompanied by destroyers USS Pope and HMS Encounter, attempted to break out of the Sundra Straits to the open ocean, but were trapped by a Japanese cruiser force.

A shell severed Exeter's main steam line and started a serious fire, leaving her without power for engines or weapons, and as shells straddled the crippled ship, her Commanding Officer, Capt Gordon, ordered

Exeter to be abandoned.

Around 15 minutes later a apanese torpedo sank her.

Of the 400 survivors rescued that day, only half made it

through Japanese captivity.
The current HMS Exeter broke off from her passage to Malaysia through the Java Sea to pass over the spot where the cruiser was sunk, and the ship's company, led by

Commanding Officer, Cdr Andrew Reed, held a service of remembrance and dropped wreaths and four small wooden crosses, representing the four branches of the RN, in honour of those who died in the actions.

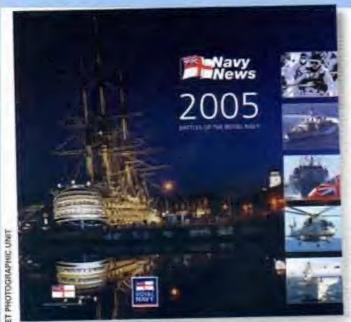
Exeter is now on the home-ward leg of a nine-month deployment to the Far East. On leaving Tokyo in July she visited Okinawa in southern

Japan, then Subic Bay in the Philippines and Brunei.

This month she will take part Exercise Bersama Lima under the Five Powers Defence Arrangement, joining HMS Echo, RFA Diligence and her escort on the deployment, RFA Grey Rover.







In order to commemorate the bicentenary of The Battle of Trafalgar,

the theme for the 2005 calendar is Battles of the Royal Navy, featuring 12 battles from the 18th to the 20th centuries and the ships and units involved.

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Memories of HMS Wakeful

unveiling of the badge and name-plate from the sunken wartime destroyer HMS Wakeful (Navy News,

August), one man was overlooked. Crew member Stanley Crabb was unable to attend the event on board HMS Southampton which fellow survivors Geoff Kester and Jim Kane witnessed.

Stanley, who joined the RNVR in 1938, told Navy News: "The re-covery of Wakeful's artefacts brings

back all sorts of memories.

"While alongside the harbour in Dunkirk, she embarked some of the retreating troops and returned to Dover. On the second trip back to Dunkirk, Wakeful anchored off the beach and used her whaler and motorboat - which I was part of the crew of - to embark more troops.

However, he added, in the early hours of May 29 1940, the torpedo hit. Stanley was on the quarterdeck and ended up in the water.

"To my enormous relief, I was rescued by HMS Grafton, but that was not the end of the saga. Grafton was also hit by a torpedo and, when she was scuttled, I was taken on board a Southern Cross Channel steamer, which returned me safely to Dover."

After 14 days' survivor's leave, Stanley went on to anti-submarine school and was drafted to HMS Verdun, which was on convoy escort duties off the east coast.

Transferred to Coastal Forces, he was involved in the north Africa campaign on submarine-hunting duties, then drafted to the cruiser HMS Apollo until the end of the European war. From there, he was sent to the Far East.

The Forces Legal Network

A passage to India (Docks) for the Saint



THE Fleet's youngest frigate squeezed through the Thames Barrier to pay her first visit to the capital and host citizens of her namesake town.

TIMS St Albans made the most of her spell in West India Docks near London's Canary Wharf de-velopment to cement links with the Hertfordshire city which have been strengthening since the ship slith-ered down the slipway four years

The Type 23 vessel hosted a reception for 140 dignitaries, community leaders and affiliate organisations and personalities, plus First Sca Lord Admiral Sir Alan West, and crew threw the ship open to visitors, including schools and guests from St Albans.

Those sailors not hosting visitors were invariably found on the sports pitch, or at a community project.

Crew took on local sides at football, rugby, golf and netball, while their shipmates headed to the Emmaus Project in St Albans, which helps homeless people get them-selves back into society. The sail-ors laid a new patio area for centre users, a project paid for by the ship through fund-raising events

The highlight of the capital/St Albans visit was the granting of the Freedom of the City as 200 crew puraded through the Hertfordshire streets, where CO Cdr Mark Knibbs and Lord Mayor Clir Gordon My-land took the salute and the band of the Royal Yeomanry provided

"It was a busy but a most rewarding visit for the ship. I hope that people know a little more about our treasured affiliation," said Cdr

"We made some strong and last-

suitable musical accompaniment. It was also a chance for two sail-

to get home. The families of OM(C) Kerry-Anne Parsons and MEM David Cantrill both hail from St Albans and watched as their loved ones marched through the streets.

ing ties bringing the ship, our sail-ors and the people of St Albans

Lord Mayor of St Albans Cllr Gordon Myland and the ship's CO Cdr Mark Knibbs inspect the guard and (top) 'The Saint' squeezes through the Thames Barrier on her way to her berth

closer together."

Cllr Myland added: "Everyone has enjoyed a right royal mix of activities. Our thanks to Cdr Knibbs and his crew for a most memorable

St Albans recently completed her first tour of duty, a sevenmonth spell in the Gulf region supporting the global war on terror, during which time she served as a task force flagship.

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Food for thought as rations face the acid test

SAILORS and Royal Marines are munching their way through new trial ration packs as defence caterers work out what will best keep our Forces well-fed - and happy - in the field.

Sixty thousand trial rations and 20,000 surveys are being distrib-uted across the Armed Forces as catering services look to revamp

the existing ration packs.

Each pack provides a serviceman/woman with 24 hours' subsist-ence in the front-line, such as Iraq when three million packs were devoured.

Food experts and nutrionists spent four months coming up with new recipes, balancing the needs of fighting forces with a healthy menu

They expect traditional meals such as stews and casseroles to be given the thumbs down in favour of more exotic meals.

New blocks for Raleigh staff

THE latest stage in the revamp of single living accommodation for sailors at Naval establishments has been completed in Cornwall. Admiral The Lord Boyce, former

First Sca Lord and Chief of Defence Staff, performed the honours at HMS Raleigh as two hotel-style blocks at the training establishment were opened.

Holland and Albion blocks are

home to 158 officers and senior rat-ings who are members of Raleigh's permanent staff. Later this month 146 more cab-

ins in two additional buildings at Raleigh will be opened. All feature en-suite bedrooms,

plus laundry facilities and utility "Today's sailors rightly expect a

high standard of accommodation to return to following what is often a demanding period at sea. Sail-ors joining Raleigh can now look forward to fantastic new facilities to enhance quality of life ashore, said CO Cdre David Pond.

Watch the birdies

VOLUNTEERS are needed to join the RN's birdwatching society on a two-week trip to Diego Garcia in the Indian Ocean next May to see whether a reserve on the island qualifies as an 'important bird area' under the RSPB, the guardians of Britain's feathered friends. Details from Capt Peter Carr RM on mili-tary 93832 7201.



interview with Lawyers experienced in the Armed Forces who speak your language









the people of Swansea, south Wales.

Berthed in the Kings Dock were HM Ships Scott (Cdr Derek Turner), Ledbury (Lt Cdr Rob Wilson) on the right of our picture, and Explorer (Lt Jamie Curry) and Archer (Lt Stuart Armstrong)

on the left. HMS Scott, the Royal Na-

vy's largest hydrographic surveying ship, was on official duties visiting her affiliated city after a nine-month deoloyment, embarking Admiral Band for onward passage to Devonport and carrying out

company. Hunt-class Ledbury, a minehunter, said farewell to her outgoing Commanding Officer, Lt Cdr Peter Olive and entertained officials from her

a watch change of her ship's

adopted namesake town.
The other two vessels - Archer-class patrol boats Explorer (Yorkshire URNU) and Archer herself (Aberdeen URNU) were taking a weil-earned short break during their annual summer deploy-



Are you ready to serve

anywhere any time?

IT IS NOW 12 months since my last article for Drafty's Corner, and there has been a number of changes within the D1 Warfare Drafting Division.

The most significant change has been the transfer in of the Submarine Warfare Branch from D4, so I would like to take this opportunity to welcome them to what is now an integrated surface and submarine Warfare rating career management business.

Other changes have been the squadding of Leuding Hands and the resulting transfer to the Waterfronts of three members of my section to cover the additional workload in the

My current plan is to visit both Devonport and Faslane during the autumn to meet key Waterfront personnel from the submarine fraternity more details to follow.

The interruption to the training pipeliue a number of years ago has created one of the greatest opportuni-ties for promotion within the Warfare

By Cdr Brian Lambert

Branch for many years.

If you are not selected for LOM at the May board or if you qualify for isideration after the board has sat, there may still be an opportunity within that Training Year - in cases of severe shortages, a supplementary board may be convened.

So be ready for your LOMQC, and don't forget that, once qualified for promotion, you can undergo the Command Course.

It's well worth your while prepar-ing for that and volunteering to fill spare slots at short notice - n's one less hurdle to jump after selection, and LRCC (and SRCC) will shortly be a prerequisite for Local Acting

Divisional Officers and EWOs should ensure that qualified ratings who are keen to progress their careers are offered every assistance to get fully worked up - for those OMs with the right aptitude and attitude the opportunity to reach WO1 by their early 30s is a very realistic one.

REPEAT OF A REPEAT OF A PREVIOUS REPEAT

I am atraid that this is where Drafty repeats himself once again

I say again. I'm afraid that this is where Drafty repeats himself once

There are currently 8,400 RN peronnel who have never submitted a C230 or have not submitted a C230 within the last 36 months.

In terms of stating your case and being considered for the right job in a preference area, Drafty has to assume that one third of naval ratings are entirely happy to be drufted any where any time or in accordance with their now out-of-date preferences.

The message is: help Drafty to help you and submit your C230s, particularly when your status and/or

SHORTAGES

Recently we have been writing to ex-Senior Rates with relevant skills from a variety of shortage Warfare specialisations who have left the Service in the last five years, offering them the opportunity to rejoin.

So far, we have had a number who

have shown an interest, of which about ten per cent have rejoined.

With Preference Forms -If wishes aren't writ -Don't bet on much luck

With any Draft Chit

Whilst we in CND have cast our net, finding and tracking down leavers can be a lengthy process.

If you are, or if you know, an ex-Senior Rate from the Warfare Branch who has left the service in the last five years, under 50, fit and keen to rejoin, then get in touch or ask that oppo to do so.

Once in contact with CND, we will check to see they are in one of the shortage categories and direct them to a recruiting office near them for a medical and return interview.

If they pass medically fit, the next stage is for them to proceed to Raleigh for issue of kit (not. I stress. basic training!), PJTs, TEMs etc and back to sea and the all-embracing fold of the Royal Navy.

'Well, we can't afford to buy crystal balls for blokes like you!'

Don't forget you could be recruiting your own relief

AND FINALLY

A message for all XOs and EWOs. With the implementation of Leading Hand squadding, you now own the problem and the solution.

Your squad has the answer to your OM1 and LOM gaps.

Every unit should be focusing their onboard training programmes to feed their own manpower needs.

Releasing an OM1 for LOMQC

That Place

and LRCC will pay dividends in the

Don't forget to take advantage of the late booking systems, haise with the schools to get your people on course and ensure that all supporting

Ocumentation is up to date.

I'm afraid that Drafty no longer has control over those Junior Rate manpower issues in the way we used to, so the key to manning is look ahead and plan ahead



A NEW facility on the jetty at Devonport should make life easier for those who spend their working lives in the cramped interiors of submarines.

Rear Admiral Submarines Rear Admiral Paul Lambert officially opened Taciturn Building, one of the most eagerly-awaited results of the

Rebalancing Lives initiative. The building, formerly known as Spartan Block, had fallen out of use, housing just an emergency dental surgery, and in earlier times it was the base for a caisson party, responsi-tile for the floating 'lock gates' of the large No 5 Basin.

But the crews of the T-boats sta-tioned in the West Country were looking for shore-side facilities where they could work without the problems associated with submarines mainly lack of space.

So Capt Simon Ancona's Rebalancing Lives programme was alerted, and with help from DML and some judicious investment, a smart suite of offices, a conference room useful for command team or squadron briefings and a shower were installed, along with an office for Devonport Flotilla Group Warrant Officer WO Jim Curlett, the Tacitum Project Manager.

The shower block was of particular importance, an attempt to persuade sailors to jog or cycle in to work, using Tacitum Building to shower and change before they get on with the day's business.

A total of 30 work-stations, linked to NavyStar, are available, as are printers, photocopiers and tele-

There is also a TV linked to a limited Sky satellite service - allowing submariners more used to a diet of DVDs in the confines of a submarine the chance to enjoy live big-screen



RE-BALANCING LIVES

Cdr Bob Fancy, Commander Devonport Flotilla, said: "There has been a long-standing desire among submariners to have an administra tion facility on the jetty here - one telephone between about 40 people

was not helping work efficiency."

The original plan was to put a portable cabin on the jetty, but maintenance of both cabin and equipment was an issue. Knowing Devonport well, Bob realised Spartan Block had potential - and the project was up and running in February this year.

With the block being used by Tboat crews, Spartan was not an ideal and Capt Simon Martin, Captain Submarines, had good reason for suggesting Tacitum.

"My father was the designated Commanding Officer of the submarine Tally Ho, and as was the custom, my mother launched the previous submarine on the stocks. HMS Tacitum, on June 6 1944," said Capt Martin, who brought along the old boat's bell - with the promise it would be swiftly returned to his mother at the end of the ceremony. "It was my idea to call this

Tacitum, because of the link with a class of T-boats, and because there is no current submarine or trainer using the name

Rooms in the building consince

the Super T theme, including Trump, Truncheon. Thermopylae and Token

Officially opening the building, Admiral Lambert said the idea of getting submariners off their boat and ashore to use telephones and such like was first mooted in the 1970s, and Tacitum Building was the culmination of that idea, allowing maintainers to work while submuring administration could be pursued more comfortably and efficiently

He said thanks were due to Capi Ancona and to Cdr Fancy for bringing the strands together

Capt Ancona said the new facility tackled three of the Rebalancing Lives targets - disruption, dradgery and having to work in an uncomfortable environment

"This is smack on what Rebalancing Lives is all about," said Capt Ancona, "better working condi-tions for our people, allowing them to work more efficiently as well."

Now it is up to the T-boat crews themselves to make sure the facility is a success - a large number of them cast their eye over it on the day of the formal opening, chatting to Admiral



Captain Submarines, and Rear Admiral Paul Lambert, Rear bell of the wartime submarine HMS Taciturn - which was launched by Capt Martin's mother in June 1944

(Left) Rear Admiral Lambert es officers and senior rates outside Taciturn Building at Devonport Naval Base at the official opening of the subma-rine administration facility. Members of the Submarine Service have been invited to come and see what is on offer to them at the new block, from IT equipment to showers for those who jog or cycle to work

Pictums: LA(PHOT) Ray Jones

Helping Hands

A LOCAL swimming pool in Torquay has benefitted to the tune of £2,000 through the efforts of sailors from the Devonport-based frigate HMS Chatham.

The pool, now slightly elderly, relies on voluntary funding to pay for the upkeep and modernisation of its facilities.

The cash windfall was netted during the Type 22's Gulf deployment last year through a variety of good works, including a 24-hour eightlifting marathon and a sum-

Explaining the frigate's involvement with the local pool, her commanding officer Capt Steve Chick said: "It's great to be able to contribute to such a worthwhile project as Swim Torquay, which benefits many Service people, their families and the community."

Chatham has just started out on a programme of Operational Sea Training, following six months alongside in the tender mercies of a refit.

This intensive work period saw her engines overhauled and reno-vated, and the living quarters for both senior and junior rates revamped.

The maintenance followed on from a hectic year, some of which had seen the frigate in active service during the recent conflict against Saddam Hussein.



LOM Ray Smith

Chatham Albion in top gear makes a



Motorcycle madness strikes in the USA in the shadow of HMS Albion

Collingwood answers call for local face-lift

SPADES on shoulders and hammers in hand, Collingwood folk have been transforming the local community.

SUBMARINER LOM Ray
Smith set himself an uphill
task – literally – when he
set out to raise money for
the Handicapped Children's
Pilgrimage Trust.
Deep in the bowels of
HMS Vigilant during the
Trident submarine's recent
patrol, Ray climbed an
amazing 505,000 feet on a
Versaclimber – seven times

Versaclimber – seven times the height of Mount Everest.

His climbing marathon pulled in £1,060 for the

charity that takes disabled

children to the French pilgrimage town of Lourdes for a spiritual and social holiday.

Navy News

their honour.

The Shaw Trust is housed in a listed building - the problem is, the toilet is upstairs and restric-tions will not allow a lift to be So grateful were the Shaw Trust in Portsmouth, a charity that pro-vides training and work opportuni-ties for disabled people in the

their disabled visitors to use the facilities without risking the rain. Uphill climb The money was raised by a team of runners from the Fareham establishment who took part in the underwater

Great South Run last year.
Elaine Conniff of the Shaw
Trust said: "The Trust gets funding

UK, that they have named a newly-built covered walkway in

so the new walkway allows

for training but not for luxuries. "This is a great example of the practical side of the partnership between the Shaw Trust and the Royal Navy.

Officers from the System Engineering Management Course at the Farcham establishment spent a day of hard graft at the Fareham Community Action cen-

Front and back gardens were cleared out and transformed, the main office was renovated, and the reception was given a whole new look courtesy of Naval paintbrushes and organisation.

Fareham Community Action offers information, resources and consultation for 350 other local

Raleigh pirates raid coast

WALKERS on the South Cornish Coastal Path were slightly bemused to be passed by a horde of pirates, but the only plundering was all in aid of charity.

Twelve Logistics Officers, undergoing training at HMS Raleigh, set out with their Jolly Officers Roger to raise money for Churchtown, a centre near Churchtown, a centre near Bodmin that offers adventure holidays for disabled children and

The sponsored walk, along with Raleigh's goodwill, raised almost £1,200 for the nearby centre.

■ THE MARGARET Green Foundation Trust Animal Sanctuary near Tavistock received a cash boon of over £1,100 from the Warrant Officers' and Senior Rates' Mess at HMS Raleigh.

WO Russ Williams said: "It was an absolute pleasure to be able to visit the sanctuary and see, at first hand, the outstanding care and facilities given to these poor ani-

News in brief

■ THE VOLUNTEER Band of HMS Collingwood are making a distant voyage to the Gambia to support the Open Hands charity.
The aim is to raise aware-

ness of the charity's work in the area with a work schedule including four concerts, two Beat Retreats, a remembrance ceremony and a visit to a local

THE WORDS 'Harley

Davidson' may not bring to mind the notion of dogooders, but how wrong

On board assault ship HMS

Albion the chaplain, Rev Mike

Meachin, thought entirely dif-

On hearing of the planned visit to Fort Lauderdale, Mike's first

thoughts were: "Here is an oppor-tunity for the many keen motor-

bikers on board to raise money for the ship's charities whilst complet-

ing one of their life-time ambitions

bike in the United States.'

riding a Harley Davidson motor-

So 19 bikes, 22 riders, 20,000 miles and a joyous four-day odyssey around Florida resulted in

£2,000 for the ship's charities: the Claire House Hospice for Children in Clatterbridge,

Children in Clatterbridge, Cheshire; and the Dame Hannah Rodgers School for the Disabled

in hybridge, Devon.

With only one breakdown on the first day, the only major prob-

lems were the weather and

The bikers were almost washed out by a tropical thunderstorm just

outside Fort Myers, and at the Everglades National Park even the toughest riders decided to wait

their turn politely when an alliga-

Small ships

dip deep

CHARITIES stand to benefit

from the hard work of mine-hunters HMS Ramsey and HMS

Chiddingfold. St Mary's School stands to gain

£1,000 towards a new computer suite after 25 men from HMS Chiddingfold took part in a spon-

sored relay run covering the 42

miles between the ship's Portsmouth base and their name-

sake village.

The diving team from HMS Ramsey have been getting wet

again, again and again in aid of Sport Relief.

to run a mile, but not even Royal Naval Clearance Divers can go as

deep as one mile in one fell swoop, so they had to dive repeatedly in a

sort of rubbery relay.

The five divers, including the ship's CO Lt Cdr Anthony Watt,

NOT quite John O'Groats, but

Land's End to Shrewsbury was

quite far enough for a team of

Lt Graeme Riley of HMS Talent said: "Although not a great

challenge for experienced cyclists none of HMS Talent's riders could

be described as seasoned evelists,

and it was quite a challenge for the

cycling submariners.

The Sport Relief challenge was

tor was crossing the road.

can you be?

ferently.

The Band are looking to find money for the trip, if you want to offer your support contact Band Col Sgt Edward Bean on 01329 332553.

■ A MASSIVE £5,000 cheque has been presented to the Children's ice South West by Type 22

HMS Campbeltown.

An intensive seven-month deployment in the NATO Standing Naval Force Atlantic (SNFL) saw the frigate's company take part in charity horse-racing nights, the auctioning of the cap-tain's cabin for VIP dinners, a ship's raffle and for CPO Roy Burdon a half-marathon Lisbon.

WO Paul Kavanagh said: "With so many worthy local charities it is always difficult to decide where to channel our efforts. We are delighted to have been able to raise these funds for what is a very worthwhile cause, and are pleased to be able to give something back to the community in which we are based.

■ DOUBLE benefit for charities has come from the Fleet Personnel Division.

Back-Up Trust has gained £300 after two teams from the Fleet unit took part in the Back-Up Trust Ramble 2004, pushing and pulling a wheel-chair user around a six-mile cross-country course at the Queen Elizabeth Country Park in Hampshire.

The unit has also presented almost £1,000 to the Royal Navy and Royal Marines Children's Fund, raised over the course of the last year through events such as quiz nights and charity runs.

■ THE RN & RM Children's Fund have also gained from the labours of Naval folk tackling the Three Peaks Challenge – but not only did they garner £400 for the Children's Fund, but another £800 for the Portsmouth Field Gun

Memorial Trust.

The team of five finished the three peaks – Ben Nevis, Scafell Pike and Snowdon – in 23 hours 49 minutes, climbing over 23 miles to a height of 11,175 feet.

■ THE EFFORTS of the Fleet Information and Management Unit, based on Portsdown Hill, have yielded £600 for the Rocky Appeal at Q Alexandra's Hospital Queen Portsmouth.

■ THE WARRANT Officers' and Chief Petty Officers' Mess of HMS Ocean garnered some £750 for St Benedict's Hospice, their adopted charity in Sunderland.

A SELF-CONFESSED 'Portsmouth girl and Navy brat' Lynne King is looking for Pompey ships to sponsor her participation in Trek Nepal 2005, fundraising for SSAFA Forces Help.

If you want to find out more visit the SSAFA website on www.ssafa.co.uk or Lynne's personal fundraising site on www.justgiving.com/lynneking.

■ STAFF at Clyde Naval Base pushed the boat out for a group of

The children from Belarus, the area most affected by Chernobyl disaster, are visiting Scotland for a month's holiday. Their visit to the base included

a waterfront tour, courtesy of the Clyde Marine Unit, a trip to the MOD Police Dog section, and a welcome on board minehunter HMS Atherstone.

■ FORMER Navy man Capt Andrew Welch and his wife are walking from Canterbury to Rome to raise money for the Give a Child a Chance Appeal at Derriford Hospital in Plymouth. Find out more at www.waiktorome2004.co.uk.

left the surface 268 times to dive a total of 1 mile, netting £330 for the He pledged to keep up the good work and raise more funds in the Sport Relief fund. **Talent** shines through

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 We've heard of pushing the boat out, but this is ridiculous... 702 NAS took a Lynx along on their Sport Relief charity mil

YEOVILTON-BASED 702 Naval Air Squadron decided to go that little bit further for Sport Relief. Rather than tackling the sug-

gested one-mile run, they decided

that as the Lynx training squadron

it would be more fitting to push a 4-tonne Lynx over the one mile distance.

Sponsorship and collection earned over £1,600 for this year's sporting good causes.

CPOMEA Nigel Bouckley, team leader, said: "We felt it was the ideal opportunity to get the guys out exercising whilst getting them to Shrewsbury in an interest-ing and challenging manner, and at the same time providing some

House.

On arrival, the submariners from Talent got involved with a Fun Day at the care centre, manning the various attractions.

much needed publicity for Hope

The efforts of the submarine's crew - including a sponsored bungee jump by LS Bradley - have bolstered the hospice's coffers by over £1,300.

EDUCATION FOR A BRIGHTER FUTURE





Children enjoying life at Kingswood School at Bath

Moving in the right direction at Kingswood

MAKING a smooth transition from primary to secondary educa-tion is something Kingswood School takes very seriously and it therefore provides a special Junior House called 'Westwood' within the Senior School.

The pupils in Year 7 are thus given the opportunity to experience all the benefits of the senior school within a very friendly and

caring environment.

Helped by the Year 8 pupils, especially selected Sixth-Form Prefects and a special team of teachers, they easily adapt to the

teachers, they easily adapt to the new routines and expectations.

New friendships are quickly established, confidence levels raised and any concerns quickly dealt with. It is not hard to see why at HMC Inspection the school was judged to provide "exceptional pastoral care".

The boarding and day pupils are integrated throughout all ages at Kingswood and therefore both benefit from the opportunity of learning alongside children of different nationalities and cultures.

The School also has a significant number of boarding pupils from HM Forces families and is very experienced at looking after

very experienced at looking after the needs of these particular chil-dren who can often find themselves moving to a new school with very short notice and need to be

New name for improved service for **Forces** children

THE Children's Education Advisory Service (CEAS) will be the new name for the Service Children's Education (SCE (UK)) group from September 1, 2004.

The change has come about to recognise the unique role of the unit in providing quality impartial education advice and support to Service families.

The change of name and identifications and the confection of the change of th

ty also reflects more accurately the nature of the work carried out by the staff of CEAS.

Specialist support to individual families is still on offer to assist with obtaining appropriate provi-sion for children.

The Helpline remains to ensure that enquiries can be dealt with appropriately and effectively, and advice is still on hand about any aspect of education and the

options available.

In addition the CEAS is developing its work with the tri-Service Policy Branch through the Tri-

Service Schools Liaison Policy and the Service schools Liaison Poncy and the Service points of contact (for more information, see www.sftf.mod.uk).

The unit is supporting the development of regional networks of state schools with Service chil-

dren by working more closely with the DfES and the National Association of State Schools with Service Children. Both developments are aimed

at ensuring that the needs of Service children and their parents are better understood by central

are better understood by central and local government and better provided for by schools.

Anyone with any comments on the service provided should contact: CEAS (MOD), Building 190 Trenchard Lines, Upavon, Pewsey, Wiltshire, SN9 6BE; telephone: 01980 618244; or email: mod.sce.uk@gtnet.gov.uk.



Do you want to advertise your school in our next Education Feature? Contact our advertising team on 023 9272 5062, 023 9272 4226 or 023 9275 6951

Children's Education For more information, contact the Registrar Angela Carlton-Porter, who will be pleased to help. **Advisory Service**

FORMERLY KNOWN AS SCE(UK)

Invites enquiries from Service Parents on any aspect of education for their children



for FREE advice and support: Tel: 01980 618244 Mil: 94344 8244 Fax: 01980 618245 Mil: 94344 8245 email: mod.sce.uk@gtnet.gov.uk

This is an outstanding school.

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- University
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 400 seat theatre, sports hall, astroturf and a new
- technology centre
- · Weekend programmes with a wide range of outdoor pursuits
- · Art, design, music and drama thrive
- 75 acres of grounds

made feel a very welcome new addition to the group. There is also a special 20% dis-

count (applied to each child) for HM Forces families.

Contact the Registrar at:

Cranbrook School, Cranbrook, Kent, TN17 3JD

Tel: 01580 711804 Fax: 01580 711828

E-mail: registrar@cranbrook.kent.sch.uk www.cranbrookschool.co.uk

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- Sixth Form Open Evening Thursday 16th Septe
- Senior School Open Morning Sat 2nd Oct
 Prep School Open Morning Sat 9th Oct

Please contact our Registrar for a copy of our prospectus or an appointment to visit.

Tel: 01225 734210 Fax: 01225 734305 E-mail: registrar@kingswood.bath.sch.uk www.kingswood.bath.sch.uk



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web: www.westhill.hants.sch.uk

Wellington School

Wellington, Somerset TA21 8NT www.wellington-school.org.uk





- · independent (HMC) co-ed day and boarding, 800 pupils, 10-18 years
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for further details, please contact the Bursar Cdr. R D Coupe OBE RN

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THE DUKE of York's Royal Military School is a unique boarding school for children of service personnel

Eligibility is for those children whose parents have served for a minimum of four years in the Armed Forces. The school became tri-Service in 1992 and one of our commissioners is a Rear Admiral.

Today the school is a popular and successful secondary full boarding school for 500 pupils aged 11-18 years of age Superbly resourced the school is

situated in an attractive 150-acre site near Dover. It has an excellent academic record and a strong rep-

utation in sport, music and drama.

Over the last few years the school band has been asked to attend the Army and Navy Rugby match at Twickenham as the prematch entertainment.

A misconception is that the school is preparing pupils to go into the Armed Forces. The term 'military' refers to our foundation and the fact that all pupils are service children.

As a result there is a common bond amongst pupils who give

Service Bursaries .

Montessori Nursery

Small class sizes

Excellent sporting.

musical and creative

facilities

great support to each other.
The school has, as you would expect, a strong Combined Cadet Force and there are many adventurous training activities with reg-ular expeditions at home and abroad

Wellington opens minds

WELLINGTON School is an academically selective school, offering day and boarding co-education to

800 children, aged 10-18 years. Traditional values of hard work and good behaviour are held in high esteem, complemented by excellent facilities, small classes and a total commitment to the individual needs and personal wel-

hadviotan needs and personal wel-fare of all the pupils.

A Level and GCSE results are consistently good. Last year, the A Level pass rate was 99% with 64% of passes at A or B level. GCSE results were equally impressive.

Wellington School is a happy, caring community, which offers exceptional value for money.

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Website: www.perrotthill.sunnerset.seh.nk

c-mail: headmaster@perrotthill.sumerset.sch.nk

Tel: 01460 72851 Fux: 01460 78246

Boarding and Day

Age 3 - 13



Former Monkton Combe cadets celebrate at Britannia Royal

Cadet centenary at **Monkton Combe**

A MAJOR event in each of the three academic terms of the year set the pattern for the celebrations of the Monkton Combe School CCF Centenary in 2004.

The year was launched in grand style at the beginning of January with a celebratory luncheon in the Senior Gun Room of Royal Britannia Naval College, Dartmouth (the parent establishment of the contingent's Royal Navy Section) hosted by Commodore Tony Johnstone-Burt, a parent of current pupils. More than 170 guests enjoyed

splendid food and wines followed by an address by the guest of honour - General Sir Michael Rose

In May, a specially-made CCF Centenary standard was consecrated in the school chapel. With the whole contingent formed ap for inspection, the standard, along with the Combined Cadet Force banner, was then paraded in front of the Air Chief Marshal Sir Michael Stear.

The final occasion of the centenary year will take place at the beginning of October with a showcase event for the MCS Cadet Force.

The afternoon is planned to offer a wide range of displays and activities to demonstrate the work of all three arms of the forces as well as some aspects of cadet

Wide benefits at Wykeham

FAREHAM school, Wykeham House, encourages its girl pupils to get involved in a large range of extra-curricular activities, includ-ing short tennis, Latin club, dance, horse-riding, maths workshop, sailing, karate, netball and music

WYKEHAM HOUSE SCHOOL

GSA DAY SCHOOL FOR GIRLS AGED 23/4-16

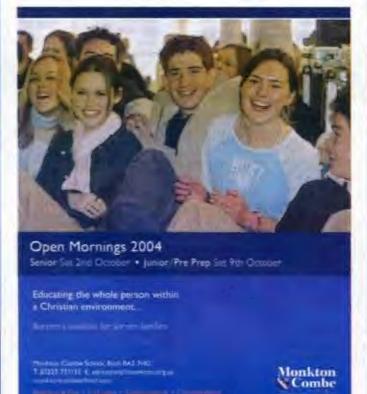


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Educating the children of services families since

1946

Boys and Girls



Proud Naval history at Christ's Hospital

boarding school whose mission since its foundation in 1552 has been to afford children every pos-sible opportunity in life to suc-

Its links with the Royal Navy date back to 1673 when Samuel Pepys, a Governor of the School, instigated a special entry category for children of Royal Navy personnel.

Throughout its history, Christ's Hospital has remained faithful to its guiding principle, providing children from all backgrounds with the best educational oppor-tunities, irrespective of their parents' ability to pay.

The School's substantial Charitable Foundation uses its funds to provide this educational opportunity to children (aged 11-18), particularly those from fami-lies who are not well off or for some reason may benefit from the boarding environment at Christ's

Hospital.
The distinctive uniform of long blue topcoat and yellow socks is

blue topcoat and yellow socks is also provided free to all pupils. Candidates applying for the Royal Navy method of entry do not compete for a place. This entry is open to children of per-sonnel who are serving, or have served, in the Royal Navy, Royal Marines or Royal Navy Reserve.

Look into what's on offer at St Lawrence

PUPILS benefiting from an independent education are on the rise. Over seven percent of the total British school population is now in

BRIGHTER FUTURE

the independent sector.
Part of the reason for this trend is that parents recognise that often an independent option might not be much more expensive than choices that offer less value - i.e., a nanny, or an after-school club.

Forces personnel in particular, thanks to the Boarding School Allowance, are in a position to

take advantage of this childcare solution. Many parents are however not completely aware of the level of value-added education and childcare the Independent Sector can provide, or to what degree they might be eligible for

support. When linked to certain key schools such as St Lawrence College, these discounts can mean that Forces personnel are paying just 10% of the school fees.

When independent education is seen as a childcare option, and

seen as a childcare option, and indeed set against the cost of say a namy or childminder locally, schools such as St Lawrence College which supplement the full BSA with their own forces bursary, create a childcare option that is significantly cheaper – whether taken as full or flexi-boarding. St Lawrence College in Kent combines the flexibility of the state sector with the comfort and quali-

sector with the comfort and quali-ty one would expect from a firstclass independent school. The value added approach it offers includes a completely flexible service that is based around parental needs as well as those of the child. This is probably why so many Forces parents chose to send their

children to the College.

Creating a social childcare base that works is what makes a school such as St Lawrence College



This is why we make our fees accessible through our special discount package for service families and our school accessible through targeted mini-bus services to bases.

From ages 3 to 18, you can be certain of one thing, St Lawrence College will help your child reach its potential.

> Ages 11-18, St Lawrence College. College Road, Ramsgate, Kent, CT11 7AE Telephone, 01843 572900 Email: hm@slcuk.com



St Lawrence College Web: www.slcuk.com Ages 3-11, The Junior School, Telephone 01843 572912 Email: his@sleuk.com Web: www.slcuk.com



Pupils in the Christ's Hospital Band performing at Lord's



Queen's College, Taunton, Somerset TA1 4Q5





Open Day

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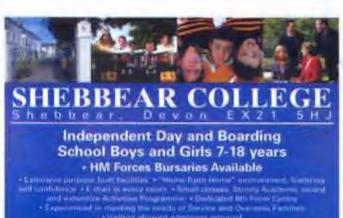
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EDUCATION FOR



TOR FURTHER INFORMATION CONTACT





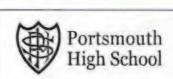
South Form Ceritre

*Portsmouth High School provides a broad and rich education for its pupils in a particularly caring and supportive environment

> Inspection Report 2003



Dovercourt. our Junior School



Open Day

Saturday 9th October 9.30 am to 12.30 pm

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HSBC scholarships available for girls from maintained schools, GDST scholarships, music exhibitions and bursaries.



tink the Sales New Reg Charay No 306983

For further information and a school prospectus, please contact the Admissions Secretary: Tel 023 9282 6714 E-mail admissions@por.gdst.net Fax 023 9281 4814 www.gdst.net/portsmouthhigh

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Day & Boarding Preparatory School Boys & Girls aged 3-13

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Cricketers at Kelly College in the south-west

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Mr Peter Klinkenberg

Mrs Elizaboth Thane

Sport goes from strength to strength at Kelly

KELLY College, one of the leading schools in the south-west, provides a high-quality, well-balanced education. It enjoys an established reputation for good academic results and for its cultural and sporting achievements. The sporting record of the school is very strong; Kelly has a national reputation in swimming, rugby and athletics, while hockey and netball teams have achieved county and regional success. At the same time, we are particularly proud of our music and drama. One of Kelly's strengths is the range and diversity of its societies – recent successes in public speaking, essay and debating competitions confirm this. speaking, essay and debating competitions confirm this.

Rookesbury Park blossoms after 75th anniversary

ROOKESBURY Park prides itself as a small school with a strong sense of family values, and also one which sets, and regularly achieves, ambitious

targets.
"During the year, we have enjoyed celebrating the successes of groups and individuals in a wide range of school activities - academic success with children reaching the senior schools of their choice, sporting scholarships, victories in regional music and art competi-tions," comments the headmaster

Paddy Savage.
"The scale of the school allows us to focus on the needs of every child. Their strengths are emphasised and encouraged, their weaknesses supported by staff who have genuine concern for the welfare and development of all the pupils.

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enquiring minds is central to our curriculum and to achieve this the timetable is constructed to meet

the needs of the pupils.

Through small classes and the wide range of subjects offered at GCSE and AS/A2 level we provide the opportunity for all pupils to realise their aspirations.

The college is committed to offering its pupils the best possible

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The college has two boys' and

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College at the heart of maritime city

PLYMOUTH College is an HMC day and boarding school for boys and girls aged 11 to 18. It is based in the bustling maritime city of Plymouth with the magnificent moorland, countryside and coastal landscapes of Devon and Cornwall close to hand.

Founded in 1877, Plymouth College is a forward-looking school with a successful history. Last summer saw outstanding exam results with a 94% A to C pass rate at GCSE and a 98% A to pass rate at A Level. Similar results (not announced at time of going to press) are expected this

The school is equally proud of its extra curricular achievements,

with activities ranging from sports and outward bound to music and

drama to name but a few.

As well as children from Plymouth and surrounding areas, the school welcomes pupils from all over the world including Europe, the Far East, Asia and the Americas.

The friendly, family-run board-ing houses offer a home from home that sees no more than three pupils sharing a bedroom. As well as use of the school sports centre, the boarding house team organise a range of weekend activities including bowling, ice-skating, cinema trips, horse riding, boat trips, moorland walking and dry-slope

This year Plymouth College is entering an exciting new phase – a merger with girls' school, St Dunstan's Abbey. With a rich history, tradition and expertise behind hoth schools the properties behind both schools, the merger has allowed more subjects and activities to become available and

has seen facilities enhanced through a series of building and refurbishment projects.

The junior school of Plymouth College, a day school for boys and girls aged 3 to 11, will merge with the prep school of St Dunstan's Abbey in September 2005.



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PORTSMOUTH High School branched out this summer by offering an exciting range of activities aimed at different ages.

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The events programme was designed to capture the imagination of those wishing to experience things which were a bit out of the

Set in superb facilities there was first class coaching in performing arts, led by Nik Ashton from Chichester Festival Theatre; photo journalism instruction by Ross Young Photographers and leader-ship offered by University of Portsmouth. Experts also guided

girls through the latest hair, beauty and fashion designs and they learnt how to keep a healthy lifestyle with a fitness professional.

The second exciting event, the Drama Workshop, also led by Chichester Festival's Nik Ashton, was aimed at girls between the ages of 8 and 11 who were chal-

lenged to a day of performing arts. Finally, from September Portsmouth High School will also be hosting a 'Dance for Tots' class on Mondays from 1.30-2.30pm where children will be able to develop their confidence and coordination through dance.

It has been a great summer with something for everyone and Portsmouth High School looks forward to continuing its links with the local community.

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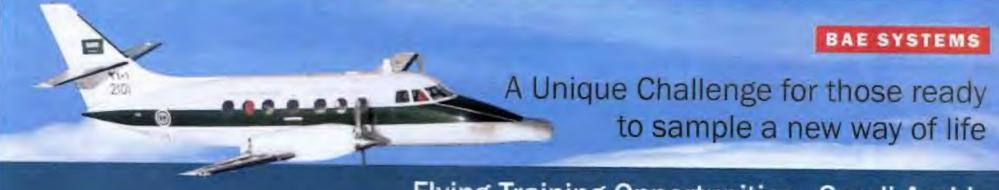
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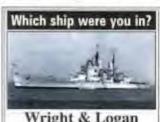
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Screams and ice creams with the Royal Marines

CAMOUFLAGE and an assault on a fortress were on the agenda at the Fleet Protection Group RM HQ at Faslane - and an ice cream van.

The camouflage resembled rab-bits, tigers and the like, and the fortress in question was a bouncy castle - and around 150 family members and friends attended the Families Day.

All the ingredients fell into place the weather at Faslane was sunny, speed-boat rides were available in rigid inflatable boats and rapid raiders, and there was a range of fun activities - all for free.

It is the first open day since the 500-strong FPGRM moved into their new base in 2001, and while the grown-ups were learning more about what their loved ones do, the children were allowed to explore

and investigate the equipment.

The Families Day was designed to coincide with the 300th anniversary celebrations of the capture of Gibraltar by a brigade of English and Dutch marines. the EPGRAM Gibraltar by a brigade of English and Dutch marines - the FPGRM HQ is named Gibraltar Building.



 The Royals try out their new Bugs Bunny camouflage for the visit to the Warner Bros studios... Five-year-old Natalie in face paint at the FPGRM HQ Families Day at Faslane



Great deeds come from little things: HMS Wren's badge and motto, ex parvulis magna, in flower form at the RHS show in Tat-ton Park

Wren joins flower class

their ship earned battle honours are the ex-crew of HMS Wren.

A display in memory of the warship, which served the RN from 1942-56, took a bronze award at the Royal Horticultural Society show

at Tatton Park in Cheshire. The sloop formed part of the leg-endary Capt Johnny Walker's 2nd Escort Group, based in Liverpool.

Relatively-nearby Knutsford in Cheshire adopted the ship in her day and continues to support the HMS Wren Association. The ship's bell has a place of honour in Knuts-ford's St John's Parish Church.

To mark the 60th anniversary of those ties the town's council com-missioned a flower display at the show which wartime crew, includ-

STILL winning medals long after ing Wren Association chairman Ron Young, inspected.

Other wrens making the news,

but of the female variety, were the Association of Wrens' recruiting group which dropped in on HMS Invincible.

The party toured the Port-smouth-based aircraft carrier, visiting every section where a female sailor was on duty.

"We were most impressed by the professional attitude they all shared and the enormity of their responsibilities," said association vice chairman Celia Saywell.

"The sailors spoke with affection about the WRNS and we felt they understood our aim of making the association relevant for the women formed their final service to the nation in the ocean which was their battleground.

Former Type 22 frigates HMS Brave and Boxer nestle on the scabed after the Royal Navy's arsenal was tested on them in a 'high seas firing' exercise.

A range of ship-borne and submarine-borne weapons were aimed at the warships and the old diving tender RMAS Ironbridge.

Despite an age of computers and simulations, weapons experts still need 'hard data' – the results of an actual live firing of a weapon - to test the po-tential of the RN's arsenal to the full.

Designers can also draw lessons about ship survivability and, from a morale viewpoint, sailors should have greater faith in their weaponry from seeing the effects of the firepower.

On the down side, because empty hulks are used the tests can be slightly unrealistic – there are obviously no dyname control of forth to the third side.

ously no damage control efforts to save the ships. Nevertheless, planners say 'live' results are still

Bad weather in the Atlantic meant the high seas firing had to be cut short, but organisers have deemed the test a success nevertheless.

HMS Argyll, a Fleet submarine and RAF aircraft took part in the firings.

The vessels were 'placed' - the technical term,

British Isles and lie in around 10,000ft of water.

Despite efforts to sell Boxer and Brave - sister ships HMS London, Coventry and Sheffield have all found homes with new navies - no buyers were found, but rather than scrap the ships, a fate which befell HMS Beaver, the Navy decided to use them

Despatching two distinguished warships to a watery grave is obviously an emotive subject, especially among former crew

The Royal Navy tries to handle the firings as sensitively as possible and hopes excrew understand that the lessons learned from the exercise will help save the lives of present and future Senior Service per-

All potentially hazardous materials were stripped from the vessels before they were sunk and an envi-ronmental study carried out on the patch of ocean to determine the impact of the ships' sinking on

In the long-term the hulls should turn into deep sea reefs, similar to HMS Scylla which was scuttled in much shallower waters off Cornwall this spring.

The firings are the first in six years, the last ves el to suffer a similar fate was Leander-class frigate

Mary Rose reveals

MORE pieces of the gigantic jigsaw which is the Mary Rose have been uncovered.

The devastating impact of firepower

Three weeks of diving operations, funded by the MOD, took place last month to see if Henry VIII's flagship which sank in the Solent more than four centuries ago - would yield any more secrets.

The area where she lies is likely to be dredged to provide a much deeper route for the next-generation aircraft

In previous excavations, 20,000 objects have been brought up from the sea bed - including the hull, on display at Portsmouth Historical Dockyard since it was raised in 1982.

However, the bow and forecastle (the upper part of the bow) have until now proved clusive.

"We believe the bow was broken off on impact, or during salvaging by the Venetians which took place at the time of the sinking," said Rear Admi-ral John Lippiett, chief executive of the Mary Rose Trust.

"But this latest dive has exceeded our expectations of what we might find. We have found a 10 metre-long timber in the mud and, like the other discoveries, it is in brilliant condition.
"The marine archaeologists will

find out from the markings on the

timbers where they fitted and what fit-ted into them. It will give us far more understanding of how the bow section

Project director Alex Hildred add-ed: "We're getting away from the ques-tions: we are now getting into the answers. The 10m stem post is the most significant find. We weren't expecting so much timber to be uncovered.

"Mary Rose is the only Tudor warship in England, but there are no ship's plans or drawings to show how she was built. Now we have the post, it will allow us to re-construct the bow with almost one hundred per cent certainty, giving us a full understanding of the ship and how she sank

Three hundred tons of sand were shifted during the summer and 120 objects recovered, plus timbers.

Among the latter on view incredibly, bearing the toolmarks of the shipwright who originally perfected them, were deck planks, a perfectly-preserved section of one of the ship's blinds and a cabin partition, complete with nail holes.

Objects brought to the surface in-cluded wooden blocks for the rigging, a dagger handle and small firearm

■ The Trust has been given £70,000 by the Department for Culture, Media and Sport and the Wolfson Founda tion to provide a new entrance hall to the ship, where visitors will be able to read about the efforts to conserve the hull.

 The latest artist impression of how historians believe Mary Rose was shaped based on the recovery of artefacts



Baltic exchange of ideas for HMS Shoreham

WITH much of the Fleet still on summer leave, HMS Shoreham left Portsmouth for an autumn deployment in the North Sea and Baltic. Sandown-class mine-countermeasures vessel

joined similar ships from six NATO nations for exercises and ordnance disposal.

Seven days this month will be spent this month clearing

ordnance dropped in the Baltic during World War II.
Visits to Stockholm, St Petersburg, Copenhagen,
Bremerhaven and Amsterdam are lined up before Shoreham returns home before Christmas.

NEWSAGENT

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Sea Cadets

All aboard St Albans



A SPECIAL tour of HMS St Albans was granted to 40 Cadets from Northampton unit TS Laforey when the Type 23 frigate berthed at the Isle of Dogs. S/Li Chris Read, the unit's CO.

S/Li Chris Read, the unit's CO, said: "This is a rare opportunity for our cadets to visit a working warship, and we are very grateful for the chance to experience Navy life first hand.

"The trip has been a great success and the cadets have got a lot out of the day."

The party was accompanied by Cpl Brian Cole from Luton Royal Navy Careers Office who echoed S/Lt Read's verdict.

"This was an excellent opportunity for the cadets to see what life is really like on a Naval ship," he enid

"All the cadets seemed to have thoroughly enjoyed the day and have learned lots about how a working Naval ship and her ship's company function."

company function."
One of the Royal Navy's newest warships, HMS St Albans was launched in May 2000.



Honour for Ballymena at oldest Parliament

WHILE on a week's visit to TS
Manxman in Douglas, Isle of
Man, Ballymena unit was invited to join in the opening of the
Tynwald – the oldest
Parliament in the world.

Two of Ballymena's Leading Cadets, LC Mark Wilson and LC(W) Stephanic Tweed, were asked to carry TS Manxman's standard and that of the Standard Rearers Association.

Bearers Association.
They marched behind the Band

of the Royal Marines and a Guard from HMS Vigilant.

During their visit the Northern Ireland unit also called on HMS Brecon, had the use of TS Douglas' boats, visited a shooting range and made a complete tour of the island.

1SL's mission to St Paul

WHILE visiting Malta First Sea Lord Admiral Sir Alan West took the opportunity to pay a call on Malta GC unit TS St Paul.

He was accompanied by his wife Lady Rosie West, the Commander of the Armed Forces of Malta, Brig Carmel Vassallo and the CO of HMS Somerset, Cdr

David Axon, which was also visiting the island.

Admiral West inspected 54 cadets split into three divisions – Junior Cadets, Blue Jacket Cadets and Marine Cadets – and watched a jackstay transfer across an imaginary river.





London fights back

LONDON Area's top racing squad did well to gain eighth place overall in the Impala European Nation Championships held during Ramsgate Week Regatta.

Regatta.

They overcame bitter disappointment after a calamity involving a port and starboard situation with a Sonata which meant they had to retire for the two races of the first day.

Aussies get in the swing

THIS summer saw two firsts for the Royal Australian Navy Cadets - the introduction of structured physical training and a nationally run PTI course.

Some 31 cadets and three adults from Queensland. South Australia, Victoria, Tasmania and Western Australia came together for the first time at Lecuwin Barracks and took part in a newly structured course qualifying for PTI 3rd class and Adult Basic Instructor.

Li (SCC) Victoria Marson, CPOPT(SCC) Simon Collins and POPT(SCC) Neil Smith gave up their own time to fly out and teach the ways of a Cadet PTI.

The course included warm ups and cool downs, daily exercises, recreational training games and display work.

SWINGING TIME:

SWINGING TIME: Australian Navy Cadets club swining - originally designed to improve upper body strength but now done mostly for display purposes.





IVESTON'S INDIAN SUMMER



DUTIES DONE: 'Afternoon' Colours at the end of a full weekend



 EXPLORING: In the wheelhouse and (below) on the bridge. A large RoRo ship was berthing opposite when this picture was taken

seen here enjoy-ing a weekend of basic training -and some "seri-- on board TS ous fun" lveston.

The 50-year-old former Ton-class minesweeper is now owned by Thurrock unit TS Boxer and is regularly used by units all over the London Area.

On this occasion the 20 Harlow cadets were given a taster of various specialisations including marine engineering and seamanship - as well as some canoeing and pulling.

As on most weekends when the ship is in use, various tasks had to be carried out by the ship's maintenance team comcadets from prising Thurrock and Hornchurch units led by Lt George Wilson,

On this particular weekend a holed exhaust silencer from No3 generator needed to be removed for repair.

"This was a very dirty job," Lt Wilson told Navy News. "But suited up in all over coveralls, A/C Beven (Thurrock) and L/C Bailey Hornchurch) assisted by MEM2 Gibson (ex-Hornchurch, now undergoing training at HMS Sultan) persevered and removed the silencer in very short

The ship is booked for an average of three weekends in four (missing out the holiday period of August) and is also used for training in sailing, powerboating, cook/steward and some adult instructor courses.

Units from London Area and more recently Southern and Eastern Areas have all made use of her facilities.

Fifty-year-old sweeper still keeping busy



 DIRTY WORK: L/C Luke Bailey and A/C Chris Beven remove a faulty exhaust silencer from one of TS Iveston's generator engines, assisted by MEM2 Bill Gibson. Below: HMS Iveston in her heyday in 1965





Record collection honours president's memory

TS HORNET were a striking presence at the memorial service to celebrate the life of their much-loved president, Capt Rodney Bowden

Staff and cadets of the Gosport unit lined the path to St Peter's Parish Church, Titchfield and helped with the stewarding

there and at the reception later in the garden

There was standing room only at the ser-

vice, where the address was given by Rear Admiral Roger Gerard-Pearse.

The retiring collection, placed in the caps of the cadets on leaving the church, was in aid of TS Hornet and raised over £1,300 - a

record for the church according to the Vicar, the Rev Bill Day.

Among the guests were the unit's patron Lady Fieldhouse, new president Rear Admiral Tony Whetstone and the new Commodore of Sea Cadet Corps, Cdre Laurie the Brokenshire.

YOUNG READERS CLUB

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Lands of ice and snow

There's a chill in the air - it's the story of the explorers who travelled to the very extremes of the globe on Polar expeditions.

First footsteps in the snow

The Arctic circle is 3,300 miles in diameter, and the massive continents of Europe, Asia and North America all extend into its territory.

According to earliest written records, the first Arctic explorer was Pytheas the Ancient Greek.

Other nations also ventured to the distant north over the next centuries -Russians, Irish and Vikings

The first British expedition set off in 1553, led by Sir Hugh Willoughby.

The Ancient Greeks believed that there must be a frozen land in the south to balance the cold lands of the north.

But the Flat Earth theory of the Middle Ages did not allow that the Earth was a globe, so the notion of a counter-balance cantinent was cast

Captain Cook was the first British explorer to cross the Antarctic Circle in 1773



Early Polar explorers

Early Polar exploration was carried out by Naval officer Sir John Franklin. He set out to the Arctic no less than three times.

On his third expedition, he was looking for a north-west passage from the Atlantic to the Pacific.

In July 1845 his ships, HMS Erebus and HMS Terror, were seen for the last time. They never returned from the icy north.

Several attempts were made to find Franklin, particularly by Sir John Ross and his nephew Sir James Clark Ross. These two, during one of their Arctic adventures in 1829, were trapped in the frozen north for four years until rescue in 1833.

During this time, the nephew located the north magnetic pole in 1831. Sir James went on to conduct an Antarctic expedition from 1839 to 1843

He discovered new island groups and uncharted coastlines, sailing the waters in Naval ships HMS Erebus and HMS Terror - the very same two ships that were later lost with Franklin in the Arctic...

Sad story of Great Scott

One of the greatest Naval explorers was Robert Falcon Scott. The child and grandchild of Naval forebears, Scott signed on with the Senior Service at the age of 13.

He first sailed to the Antarctic in 1901 in command of HMS Discovery.

His ship spent two years in the frozen south, and Scott along with two other men - one of whom was Ernest Shackleton - achieved the record for travelling furthest south in December 1902.

It seems that this taste of the Antarctic was not enough for this man.

Some years after returning to England Scott declared that he was determined to head down south once more but this time he would reach the South Pole. He sailed on the Terra

Nova in 1910, but heard that his great rival, the Norwegian Roald Amundsen, was also bound for the same distant goal.

After a hard journey, made more difficult because their motor transport failed, Scott's party reached the South Pole on January 18, 1912.

But disaster! Amundsen had reached the Pole first.

Disheartened the team started out on the long 800-mile walk home, but almost every step was fraught with difficulties - poor food and harsh weather.

One man died from a fall in February, and a month later Capt Oates, frostbitten and determined not to slow the team down, chose to walk off to his death in the snow.

But sadly one week later the last men were caught up in a terrible snowstorm, and they all died just 11 miles from safety.

Their frozen bodies and diaries were found eight months later.

Members birthdays

September's here with birthday cheer for all the people listed here - OK, an awful rhyme but you get the idea...

James Abbott Aaron Ashworth Christopher Aydon Bradley Barker George Barnard Robert Bateman Joshua Bell Olly Bell Joel Berk Rachel Broome Simon Buckingham Harriet Campbell Ryan Daffin Jordan Dodd Douglas Downing Elliot Evans Liam Ford Georgina Forster Danielle Gatenby Cameron Geddes Jodie Goodwin Sammi-Jo Gratton Liam Gumery David Harding Daniel Harding Jodie Harn Thomas Hawkes Reuben Hawkins Simon Hewitt Alexander Johnstone Robert Jopsow William Lawson-Maycock James Leech Gavin MacKenzie Karyn MacKenzie Brian McCrudden Jordan McCusky Joe Mills Amy Morgan Bethan-Ceri Morris Shane Murthwaite Harry Muston Charlie Noyce Christopher Paddison Alice Pardoe Thomas Patten Kerenza Pegg Andrew Perry Mark Reeve Caroline Riley Ethan Robinson Sam Rowland Cara Ruskin Jennifer Ryan-Fecitt Christopher Short Charlotte Spark Autumn Spayne Blake Stapleton Elizabeth Stobart Nicole Thackray Benjamin Trevett Dominic Tucker Lauren Twist Jack Tyler Amba Vinton Aimee Wainwright Alastair Warner Edward Warren Tom Webb Katy Westmore Owen Williams

MEMBERS ONLY COMPETITION With a fabulous Robo-Bugs set

The word 'science' comes from the Latin for knowledge, and if you're the kind of person who wants to know how things work, you're going to absolutely love the great new 'Action Science' range from John Adams.

Action Science's Robo-Bugs set, (RRP £19.99), provides a superb introduction to the wonders of robot technology. This fantastic set comes complete with 3 transparent Robo-Bug bodies, along with all the electronics and circuitry required to make them come to life.



For your chance to win one of these amazing sets just answer the following question.

O. What does the word 'Science' mean in Latin?

Send your answer on a postcard or email marked 'Robo Bugs' to the usual address along with your name, address, age and membership number.

The John Adams stockists enquiry number is 01235 833066. Closing date: 30/09/04. Normal competition rules apply.

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For your chanse to win one of these lovely presentation packs just send a postcard or ernell marked "Woodland Animals" to the usual address along with your name, address, age and membership number.

Closing date 30/09/2004, Normal competition rules apply.

For more information on Royal Mail products visit www.royalmail.com

Scott sails off – into the fog ...

OCEAN survey ship HMS Scott has renewed her links with the Canadian Navy as the country celebrated Canada Day.

The ship, on a North Atlantic survey programme, sailed into Halifax, Nova Scotia, for a routine watch change and a shore break from

While in port the ship was dressed overall, along with other vessels, to mark the national celebrations and to meet up again with colleagues from

the Royal Canadian Navy.

Lt Linda Lawrence, of HMS
Scott, said: "We were delighted to
renew our links with the Canadian Navy, who have made us very welcome last year, and made available a prime berth in their dockyard close to the city centre.

'As it was Canada Day during our stay we were overwhelmed by the warmth of the welcome.

"The evening firework display, just off the stern of the ship was most

impressive.
"Nova Scotia is infamous for its fog, and we sailed out into a thick fog bank on departure, emerging a week later in the mid-Atlantic having seen nothing more than the bow

of the ship."

The ship has already covered 40,000 miles and spent 130 days surveying since the New Year.

Since leaving her home base of Devonport last November, Scott has operated in the Indian Ocean, conducting her bread-and-butter business of gathering hydrographic and oceanographic data for commercial and military use.

She then moved to the Atlantic for a summer programme of work

Sailors on standby

THE THREAT of industrial action by the Fire Brigade Union means 2,000 Royal Navy personnel have been nominated to provide emer-

gency cover should the need arise.

The numbers have been taken mainly from the Fleet, and those nominated have already been told.

A small number from the Home

Command, the DLO and DPA have also been earmarked.

Second Sea Lord Vice Admiral Sir James Burnell-Nugent, in a rallying call to the troops, said he was keenly aware of the extra burden such a move would place on them. But he added: "You will prove,

once again, that the Royal Navy and Royal Marines are always ready to do what is necessary and to do it superbly."

Top Gun to 'meals on keels' for Somerset

FROM riding shotgun for a high-speed American carrier to guarding offshore oil terminals, HMS Somerset has been in the thick of the action since she took over patrol duties in the Gulf.

The Type 23 frigate relieved sister ship HMS Grafton in mid-July, assuming patrol duties as part of the multinational coalition operating in the region to help the rebuilding process in

Iraq. Her first task was to act as scene of action commander at the Khawr al Amaya oil terminal (KAAOT), coordinating a flotilla of patrol boats and boarding parties which enforce an exclusion zone of 3km radius.

With large fleets of small fishing dhows clustered around the exclusion zones, Somerset's ship's company must remain alert.

Her Commanding Officer, Cdr David Axon, said: "It is a fine balancing act in determining who is going about their everyday business, who is conducting illicit business and who is the potential suicide bomber.

"It requires an enormous concentration of effort from those on watch and meticulous management of the

The ship has also been supporting the fledgling Iraqi Coastal Defence Force in patrolling territorial waters, with Iraqi officers joining the frigate for familiarisation sessions.

Her rigid inflatable boats (RIBs) also carry out patrols, boat transfers and act as 'meals on keels' for the forces stationed on the oil platforms.

Somerset later spent a week escorting the 80,000-ton American carrier USS John F, Kennedy, acting as plane guard for Top Gun-style air sorties - creating quite a challenge



(Above) HMS Somerset in the Gulf Pic: LA(PHOT) Dave Griffiths

 (Right) The CO of HMS Somerset, Cdr David Axon, advises a Young Officer during a RAS with the American combat support ship Seattle

for the Officer of the Watch's stationing skills, as the carrier operated at speeds of up to 30 knots.

The Devonport-based frigate is due to remain in the Gulf until November, when she will be replaced by sister ship HMS



Sea Cadets sail with Monmouth

THE LARGEST gathering of Sea Cadets from the North West to sail

with a Royal Navy ship enjoyed a challenging stint at sea.

The 20 youngsters embarked in the Type 23 frigate HMS Montrose at Liverpool on a Sunday and sailed with her to Devonport arriving on the following Wednesday. On the way they took part in a

number of demanding training exer-cises which the ship's company regularly practises – realistic scenarios such as fire-fighting, battle damage control and man overboard recovery,

all testing the frigate's reactions.

The cadets slotted into the ship's sea-going routine, experiencing at first hand what it is like to eat, sleep and work in the unfamiliar environ-

ment of a warship at sea.

Not only did they gain individual experience, but also had to work as teams, strengthening ties between members of each unit.

North West Region Sea Cadet staff officer Lt Cdr Phill Matthews (RNR) said: "The North West area of the Sea Cadet Corps would like to thank the Royal Navy and the Commanding Officer and comple-ment of HMS Montrose for ensuring this training experience has been so

enjoyable.
"Many of the cadets were interested in joining the Royal Navy before they went on board; this trip has convinced them this is what they want to

The frigate's CO, Cdr Andrew Webb, said: "It has been a great pleasure to have so many young cadets on board HMS Montrose for a few days while we sailed back to Devonport after a very enjoyable visit to Liverpool"

Upgraded Sea Kings are ready

THE FIRST of a new version of the venerable Sea King has been handed over to the Joint Helicopter Command.

Three of the Mk 6 Commando Role (CR) aircraft were delivered to help plug a gap in the Navy's Operational Capability while the Junglie fleet - the Mk 4 Commando Helicopters - underwent an extensive avionics upgrade over a four-year period.

The programme was insti-gated in early 2002, aiming to modify five redundant Sea King HAS Mk 6 anti-submarine warfare aircraft.

Work included removal of sonar dipping gear, radar and weapons systems in the most complex project undertaken by MASU, which converted one aircraft. Serco Aerospace and DARA Fleetlands converted two each.

The handover of the first machines was marked by the presentation of a commemorative cartoon to Brig Caplin, Deputy Commander of the JHC, by Capt Powell of the Sea King Integrated Project

Frigate on trial

REGELE Ferdinand, one of two former RN Type 22 frigates bought by the Romanian Navy, has begun a sea demonstration period.

BAE Systems is carrying out the programme, including speed and weapons trials, as part of a £116 million contract with the MOD covering the regeneration and update of th former HMS Coventry and London (to be known as Regina Maria).

The ships are being regenerated in Portsmouth Naval Base, where a sizeable contingent of Romanian sailors has settled temporarily to learn the intricacies of running such capable warships; among the upgrades fitted is a main gun (neither Coventry nor London had one).

The former HMS Coventry is expected to be officially named and commissioned at Portsmouth on September 9, with her sister follow-ing her to the Black Sea in 2005, after a commissiong in the spring.

Just total devastation. It was a case of deciding who to pick up first...'

NAVAL air crew found themselves thrust into the worst natural disaster to hit the British Isles in more than 15 years when they aided the rescue of civilians swept up in flash floods in Cornwall.

The village of Boscastle, near Tintagel, was devastated as a torrent swept through it after two inches of rain fell in two hours on August 16.

Water tore through the streets at up to 40mph, destroying homes and shops and shunting cars around as if they were toys. A helicopter from 771 NAS at RNAS Culdrose was on the scene **Have You Missed Us?**

within 20 minutes of the first distress call.

Before the night of August 16 was out, two more of the squadron's Sea Kings had joined the rescue operation alongside RAF comrades from RAF Chivenor and the Coastguard.

People were plucked from rooftops, trees and other precarious places as they sought to escape

the rising waters.
771's Senior Observer, Lt Cdr
'Florry' Ford said: "The scene was
just total devastation. Trees with their roots up, wheelie bins, bits of houses, cars all carried along in this torrent of water.

"There were about 30 or 40 cars and caravans floating down the middle of what had been the main road. The village had been wrecked. We've never experienced anything like it."

As Lt Cdr Ford's helicopter reached Boscastle, the aircraft was caught by a ferocious squall which drenched the Sea King, causing internal communications to fail. Crew had to rely on hand signals to communicate, which made the rescue operation even trickier.

There were people every where. It was a question of decid-ing who to pick up," Lt Cdr Ford added.

On its first 'run' Lt Cdr Ford's Sea King picked up 17 people.



Once picturesque Cornish village, Boscastle in the aftermath of the flood which swept cars and caravans like matchsticks. FAA crew res cued 50 people from this tangled mess Pictures: RAF

"There were moments which made it all worthwhile. We rescued a five-year-old girl who gave us this huge, beaming smile. Something like that brings you down to

Despite being the height of summer leave, 771 crew volunteered to come in to assist with the growing rescue operation.

By the day's end, around 50 peo-ple had been ferried by the 771 fliers to safety on high ground where emergency services offered

shelter and warm food.

"We were able to get people out of the area as quickly as possible. I think it's because helicopters were on the scene so fast that it was not worse," said Lt Cdr Ford.

■ Just two days after Boscastle, RN and RAF helicopters were called upon again, this time north of the border. Nearly 60 people were rescued at Lochearnhead north of Stirling when two land-slides caused by torrential rain trapped them in their vehicles.

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You'll need your thermals



THE Fleet Air Arm may have disappeared from the former HMS Daedalus site, but there are still Naval fliers soaring into the Solent skies on a daily basis.

And we're off... Taking to the sky, gliding past one of Daedalus' hangars

Today the sprawling airfield at Lee-on-the-So-lent lacks the buzz of its Naval days, but there are still more than 6,000 flights each year.

It's just that these days there's no roar accom-

panying them.

Portsmouth Naval Gliding Club are the busiest

but not the sole - tenants of the former Fleet

Air Arm base by the Solent, which closed nearly a decade ago.

The inventory of aircraft may be much

smaller - a dozen single/two-scater glid-ers and a tug to get them airborne - but almost daily you'll find the aircraft over southern skies.

Not that many people realise it; to most, Daedalus is a dead airfield.

"We are trying to raise our profile, par-ticularly among serving personnel," said Capt Nick Lambert, by day on the staff of Fleet Headquarters in Portsmouth.

"We think of the club as the best-kept

"The beauty of glid-ing is the teamwork. You don't just climb in a plane and head off. You rely on a team: the person looking after the winch, the guys in the galley, the guys recover-ing the glider when it lands. "Once you get the gliding bug, everything else takes second place."

It's certainly a little more makeshift than the permanent facilities the FAA enjoyed here; the clubhouse for instance is a bus with its back end turned into a canteen, the hangar was once used by

Whirlwinds and Gannets. Daedalus has been home to the club since the mid-50s. (The club itself dates back to 1947.) HMS Heron and Seahawk have counterpart gliding as-sociations, all operating under the banner of the wonderfully-titled RN Gliding and Soaring Asso-

The Portsmouth club is 300 strong, but only around one third of glidermen and women are serv

around one third of glidermen and women are serving personnel; the rest are civvies or ex-Forces, like
tug pilot Chris Joly, a former marine engineer.

"Powered flight is boring. This is wonderful by
comparison. It's a battle against yourself and the
elements," he explained.

In 10 years WO2 'Cat' Stevens of HMS York
has gone from a novice to a pilot who competes

at Inter-Services level. It's fair to say he's got the gliding 'bug'.

"You say you're popping down the airfield for half an hour and will spend four or five hours there," he said.

When you are driving around you find yourself looking at the fields for places to land and at the clouds. You look at the weather forecast in an en-

tirely different light. Once you get involved in glid-ing, you want to do it everyday."

Weather-permitting, flights occur almost daily.

Details from www.pngc.co.uk or on 01329

If you end up down the pub something's gone wrong

IN very simplistic terms gliding is the art of cloud chasing - looking for the

pockets of warm air rising over the land (thermals) to form clouds.

Pilots make a bee-line for the air under a cloud and spiral upwards "like a bird" to gain altitude. As the glider rises, an instrument on the aircraft will beep - the faster the climb, the more excited the beep - and drone as the aircraft descends.

Without thermals, flights can be as brief as 20 minutes; with them, a glider pilot can remain airborne for as much as eight hours, covering 400 to 500 kilometres in the process – upwards of 300 miles.

Of course, the glider needs that first 'push' to get it airborne, either dragged behind a tug aircraft which will take it to about 3,000ft, or using a powerful winch which will lift it to around 1,700ft.

Then it's down to the pilot's skill to keep the glider airborne.
"Seven out of 10 times you will get back to the airfield. If not, you'll land in a field and wait to be picked up. You really don't want to land in a field – then you've got to buy the ground crew's meal in a local pub," said Chris

Last year, gliders were launched more than 6,300 times from Daedalus; the club shares the airfield with Hampshire police's 'spotter' plane and a Coastguard rescue helicopter. The glider pilots clocked up more than 17,000km in the skies of southern England. Only the RAF's gliding club at Bicester – a seven-day operation unlike Lee – is a busier centre of unpowered flight in the Services gliding world.







More Sexton please, we're PTIs: (I-r) CPO 'Tiny' Nash and POs Steve Clarke, Taff Davies and Jason Wallace give Olympian Katy Sexton a hand...or eight

SAILORS bade a fond farewell to Chris Nesbit said the RN sports centre was swimming's great white hope at this

year's Olympic Games. ton was applauded and presented with flowers by staff at HMS Temeraire in Portsmouth before a final practice session in the establishment's 33-metre pool.

Katy represented Great Britain in the 100- and 200-metre backstroke in Athens as Navy News went to press and has honed her swimming at Temeraire where she is as regu-

lar a fixture as many of the PT staff.

The Olympian could be found in the pool ten times a week - twice each weekday, ex-cept Wednesday, and once on Saturdays - as well as in Temeraire's fitness suite.

If that doesn't give a true scale of her dedcation to her sport, then this fact should: last year she swam 2,400 kilometres in training sessions - 1,491 miles or more than four round-trips from Portsmouth to Plymouth.

Katy's coach and former Royal Marine

vital in helping the swimmer towards her

goal.
"This is by far the best facility in the Port-

smouth area. It would have been very hard for Katy to make progress in the same way without Temeraire," Mr Nesbit added, "In recent years Temeraire has helped produce World Championships gold and sil-ver winners, Commonwealth gold and three bronzes, and European silver and bronze. Katy was the second most successful British swimmer at the World Championships in history after David Wilkie."

Temeraire's CO Capt Steve Cleary added:
"I am proud, in fact we are all proud of Katy.
She's here virtually every day so it feels as if she's part of Temeraire. The effort that she's put in deserves success."

Although a military establishment. Temeraire can be used by the public if they ask for special permission and is regularly used

by sporting and swimming clubs. Unfortunately, Katy failed to make the fi-

nal of the 100m backstroke, performing well outside her personal best in the semi-final.

Another Olympian cheered and pre-sented with flowers by Temeraire's staff was the country in the Paralympics in mid-Sep-

Kim is an outstanding prospect in the shot putt and discus – she is six times British champion, twice Europe champion, and world record holder in the former.

When not behind the reception desk, Kim can be found in the weights room, or hurling the discus 60 times and the shot 100 times

"It still hasn't sunk in yet that I'm going to Athens. I've done the qualifying distances, received the selection letter, picked up my uniform, but I think it will only be at the opening ceremony that I'll realise what I'm involved with," she said.

Just don't tell the bosses she does much of her training at Portsmouth's Mountbat-ten Centre, not Temeraire...

Sport



Century for the Sporting **Blues eight** years 'early'

A CENTURY of sport is being celebrated by Devonport Services RFC – eight years sooner than many people might expect.

The club, which has been a breeding ground for Services, national and international rugby talent, is looking to track down explayers to share their memories of 100 years of the club. 100 years of the club. For years it was thought the club

began life in 1912, but a delve into the history books and old newspapers has revealed the first games

were played eight years earlier.
In fact, the club began life as
United Services Devonport in
1904, but it was an all-officers affair

and frankly not very good. In the first two seasons, they lost 25 of the 32 fixtures they played.

Only when the club opened up to 'lower deck ratings' as the newspaper of the day put it in 1912 did its fortunes improve that sea. did its fortunes improve; that sea-son, when the club also gained its nickname of the Sporting Blues, Devonport lost just three times and notched up 16 victories.

Since then, DSRFC has spawned 37 internationals (the most recent for Malta), 71 county players, seven Barbarians, three England Colts and three England U16s.

"We tend to think of the club as a Naval club," said club spokesman Mike Yeats, "but it belongs as much to the Army and the RAP. The gunners of 29 Regiment Royal Artillery based at the Citadel in Plymouth are a source of players."

Since 1994, the club has introduced youth rugby to its inventory

duced youth rugby to its inventory - a move which has also helped re-

cruiting for the Services.

The side is about to return to its roots by playing on the old RN En-

roots by playing on the old RN Engineering College pitch at Keyham, which is currently being upgraded.

Ex-players should contact Mr Yeats at Devonport Services RFC, 2nd Avenue, Devonport, or e-mail devonportservices@yahoo.com

Also gearing up for an anniversary are Portsmouth United Services RFC, celebrating their 125th birthday in 2005.

birthday in 2005.

The team, who play at Burnaby Road, are – not surprisingly given their location – made up chiefly of sailors and Royal Marines, and are part-funded by RNRU

The club's director of operations, 'Burt' Reynolds, is keen for players from the side's distinguished history to get in touch ahead of the birthday, as well as find fresh blood in the RN for today's side.

Details e-mail into@usportsmouthrfc.co.uk, write to the club at its Burnaby



Leaps of faith: (Above left) LWEA Dale Howard (HMS Illustrious) on his way to third place in the high jump and (above) AEM Colin Skiba (848 NAS) flies through the air in the long jump

Pictures: Garry Garbett, RAF Coslord

new boundaries in the pole vault.

There were many other fourth place finishers, notably Cpl Brian Cole (AFCO, Luton) who ran a steady race in the men's 5,000m to pick off his opponent and finish fifth. Those who know 'ultra' distance runner Brian will appreciate just how short this distance is for him - since then he has won the na-

some very strong opposition.

In the multi-events champion-ships, RN champion Sgt Richie Hope (RM Stonehouse) finished third in the decathlon; he was

tional 50km championships against

well backed up by debutant MEM Josh Hazlewood (HMS Montrose) whose excellent performance, in his lucky headgear, contributed to the Royal Navy team unusually beating the Army into third place.

Lt Lucocq finished fourth in the women's heptathlon. Her experience of the event, which includes a previous win in the championship, proved an invaluable aid to the other team members: WTR Neverson (HMS Nelson) and PO Nicki Jones (HMS Invincible) as they actively harried the other two Services all the way through the competition.

Invincible pays the penalty

THE Ladies' Football Sevens trois nestling in the trophy cabinet of HMS Drake after the inaugural tournament in Portsmouth.

Eight female squads from across the UK descended on the Solent for two leagues to determine the four best teams. Drake demolished Illustrious in the semis 7-0, Invincible despatched Collingwood 3-0. The final was a much tighter af

fair. PO Ann McCaffrey fed OM Emma Griffiths to give Drake a long-standing lead, erased with a fairly scrappy equaliser from LSTD Marie Maskell.

A sudden-death penalty shootout was needed to the settle the is-suc. OM(C) Becky Charker missed the target for Invincible. Drake's seasoned penalty taker OM(UW) Julie Hewitt showed no nerves as she slotted home to win the cup. Invincible did at least take home

one trophy: OM Jodie Jones was named player of the tournament.

Drake bows down before Neptune

FOR the first time the RN's cricket knockout cup has left English soil for HMS Neptune.

In their first appearance in the fi-nal, Neptune took on HMS Drake at Burnaby Road in Portsmouth and, having won the toss, put their opponents in to bat. Lt Cdr Nick Slocombe with 36 and 60 from CPO 'Daisy' Adams were the high-lights as Drake notched up 181 for off 35 overs.

Despite losing their captain, I.t Peter Deeks, early on, Neptune's second wicket partnership of Maj Tom Blythe (50 NO) and Mne Rhys Barker, who hit an unbeaten 112 off 83 deliveries. Barker, who also bowled eight respectable overs, justly received the man-of-thematch award.

THE RN's track and field captains led by example when the Senior Service took on its rival forces at the annual Inter-Services Athletics Championships, this year hosted by RAF Cosford. PO(PT) Neal Edwards (BRNC)

and Lt Carolyn Lucocq (HMS Gloucester) both delivered winning performances, writes WOI Paul Winton, RN Athletics team

Neal's season began with a resounding 400m hurdles win for the Combined Services against the might of Loughborough University, and ended with a personal best time and a very impressive win in the In-ter Services. Lt Lucocq just edged a win in the women's long jump and also picked up a bronze with a de-termined run in the 800m. Sgt Tim Watson (RMSM)

picked up his fourth gold medal in recent years coming home first in the men's 3,000m steeplechase, although not quite so welcome was the large swelling on his knee acquired at the final and very rigid barrier.

Li Julie 'Doc' Robin (RCDM Birmingham) comfortably won silver in the women's discus whilst DSA Kelly Wharton and WTR Dolores Neverson (both HMS Nelson) won bronzes in the 1,500m and 200m respectively. Particularly unlucky not to win a

medal was Lt Laurie Green whose excellent hurdling technique, de-

veloped in her youth, saw her in very close finishes but just out of the medals as she gained fourth place in the women's 100m and 400m hurdles. PO(PT) Kate Hayden (HMS Nelson) also displayed great courage and competitive spirit in covering late absences arising from injury and unavailability, un-fortunately her reward did not include much luck as she just missed a medal by 1cm in her specialist

event, the women's triple jump. Year on year the women's team have narrowed the overall points gap with the other two services, this year was no exception and particularly pleasing was the comprehensive beating of the RAF women into third place in the 4x400m relay.

LWEA Dale Howard (HMS 11-lustrious) finished third in the men's high jump with a season's best per-formance - he can go higher still with some training. The unluckiest member of the men's team was SA Cornelius Delpesche (RNAS Yeovilton), a prolific and consistently high performing sprinter all season, who was edged into fourth place in the 100m and 200m. Many Royal Navy team mem-

bers recorded personal and season's best performances including younger debutants such as MUS Carl Ware (RMSM) in the men's 800m and MEM Dan Raistrick (HMS Illustrious) who completed an unusual treble in the pole vault, javelin and 3,000m steeplechase. However, it was hard to match the boyish enthusiasm of 50-year-old CPO(WEA) Paul Hillyard (CINC Fleet Portsmouth) as he pushed

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Please note: items shown not occur

Crunch matches for RL side

THE first acid test for the RN's rugby league squad comes on home turf against the RAF as this year's all-important Inter-Services cup takes place this month.

A hectic spell of matches before summer leave gave selectors a last chance to look at the talent in the ranks ahead of the September 10

clash at Burnaby Road.

The State of Origin match between the Eastern and Western Commands saw the trophy stay in the east for the third successive year, but the game was much closer than the 24-12 scoreline suggests.

Far more comprehensive was the RN's victory over the Prison Service in the heartland of the sport. The sailors and Royal Marines

ran up 60 points against the jailers at Swinton, including 10 goals from Scott Partis and a bevvy of tries from across the squad; on the down side, the RN did concede 28

The Royals fared less well in their clash with the Parachute Regiment for the Trafalgar Cup on the red berets' home turf of Aldershot.

For most of the game the two



A quick game of hot potato for the Royal Marines and the Para-chute Regiment: The Paras ran out 16-6 winners

sides were evenly matched - a try from Mne Davies converted by Sgt Jamie Goss pegged the scores at 6-6 until late on when the Paras Fijian contingent had a hand in two

The growing popularity of league means the first ship vs ship fixture is on the cards between HM Ships

tries to seize the cup.

Gloucester and Southampton; sister destroyers York and Manchester are also keen to get in on the

As for the Inter-Services, after the RAF clash, the RN side heads north to Richmond for the deciding fixture with the Army on September 29.

Survey sunseekers

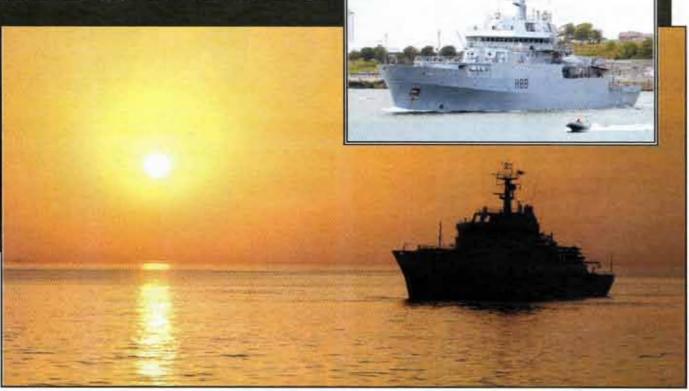
HMS Echo, the Navy's new state-of-the-art survey ship, is seen here in the North Arabian Gulf where she has been operating during the past six months, mapping the seabed, conducting oceanographic and meteorological observations – and finding two previously uncharted wrocks. uncharted wrecks.

Meanwhile her sister ship HMS Enterprise has left Devonport on her first deployment (inset). She is programmed to conduct survey operations in the Mediterranean and one of her first duties was to represent the Royal Navy at the French International Fleet Review held in the South of France.

She will also join many nations taking part in the NATO exercise Destined Glory at the end of the year before spending Christmas off Malta.

Her deployment will culminate at Monte Carlo where she will be the British representative at the annual conference of the International Hydrographic Office.





Cuts mean 250 jobs to go at **Pompey**

TO MATCH the reduced workload in Ship Repair at Portsmouth, 250 jobs are to go from the end of November.

In line with the recent defence cuts, the Navy's predefence cuts, the Navy's pre-mier port is to lose seven ships and this, coupled with the fact that Fleet Support Ltd has failed to secure docking periods for HMS Edinburgh and HMS Walney was bound to impact on the volume of support services provided by FSL. Managing Director Ian

Managing Director Ian Booth said the company had started consultation with the trades unions to explore ways in which it could avoid or minimise reductions. Where reductions are unavoidable, we will initially seek mutually acceptable volunteers and only as a last resort seek to achieve reductions through a selection process.

"In the meantime we are working closely with the Warship Support Agency and Thornycroft Shipbuilding to find ways in which to mitigate job losses." Support, advice and information on financial matters, external and parent company job opportunities, time off for job search and/or retraining would all be made avail-

☐ As Navy News went to press BAE Systems Naval Ships was about to start production on the second Type 45 destroyer at the Govan Shipyard, Glasgow.

The steel cutting ceremony was to be performed by the First Sea Lord, Admiral Sir Alan West.

The ceremony provided an opportunity to bring together the next generation of Royal Navy ships and the next generation of warship builders, as the company welcomed 100 new apprentices to the Clyde facilities.

BAE Systems Naval Ships is now one of the largest recruiters of apprentices in

Saddam's idea of a joke

A Marine from Alpha Company 40 Cdo RM makes a macabre discovery in Baghdad -during the Iran-Iraq war Saddam Hussein's men collected dead Iranian soldiers' helmets and concreted them into the

parade ground. The Type 23 frigate HMS Somerset is also on patrol duty in the Northern Arabian Gulf as part of the multi-national coalition effort Iraqi regime in building a steady state. See page

Picture: LA(PHOT) Andy Hibberd



Grand old men of the Great War

OUR brave and patriotic men with a combined age of 421 brought the traffic in central London to a standstill for a brief moment last month.

Ex-CPO Bill Stone and Royal Naval Air Service First Mechanic Henry Allingham joined fellow cen-tenarians former Ptes Fred Lloyd and John Oborne at the Cenotaph in Whitehall for a moving service to mark the 90th anniversary of the start of World War I.

As the quartet (led by Bill Stone, who adamantly spurned the offer of a wheelchair, relying on his to take up their positions by the famous monument, a spontaneous and lengthy round of applause broke out.

Apart from curious tourists, the sizeable crowd of onlookers included small children whose parents had specifically brought them

along to witness a piece of history. As the final strike of nearby Big Ben faded away at 11am, a bugler sounded the Last Post and a perfectly-observed minute's silence

followed, ended by Reveille.
Guided by his escort, PO MEM
Richard Blake from HMS

Gloucester, Bill Stone - at 103 the "baby" of the quartet and the only survivor who fought in both World Wars - read the moving words from the poem For the Fallen: "They shall not grow old as we who are left grow old." Wreaths were then laid by the

veterans, Henry Allingham touch-ingly struggling to his feet to do so before, in a strong voice, reciting The Lord's Prayer with Jack

Another poignant poem (In Flanders Fields) was read by Bill Stone, the National Anthem sung and, as three cheers were called for the proud old men, a piper played a lament and they moved away to be presented with the newly instituted veterans

As he guided the sprightly Bill Stone, who barely needed his stick for support and whose chest was festooned with medals, PO MEM Blake said: "It's been an honour. I can't believe his age. I'll have to get someone to check his birth certifi-

• BRAVEHEARTS: Ex-CPO Bill Stone (left) and RNAS veteran Henry Allingham typify the spirit of the 'lost generation'

